REGULAR MEETING
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
MAY 11, 2026
7:00 PM

ZOOM MEETING INFORMATION

Members of the public may access live audio and/or video by accessing the following:

https://us02web.zoom.us/j/89649688111
phone: 1 312 626 6799
Webinar ID: 896 4968 8111

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMENTS FROM THE GENERAL PUBLIC An opportunity for members of the public to address the City Council regarding issues or concerns not already on the agenda for this meeting. Those wishing to speak will be asked to limit comments to three minutes and to complete a speaker card.

ACCEPTANCE OF THE AGENDA

ANNOUNCEMENTS

The City Council meets the 2nd and 4th Monday of each month
6:00 p.m. - 7:00 p.m. - Work Session
7:00 p.m. - Regular Meeting of the City Council

The next regular City Council meeting, including the public hearing and presentation of the FY2027 Annual Budget, will be held on Tuesday, May 26, 2026, at 7:00 p.m.

CONSENT AGENDA

1. **Approval of April 27, 2026, City Council Joint Work Session Minutes**
2. **Approval of April 27, 2026, Regular Meeting Minutes**

BILLS PAYABLE REPORT

For Information Only: Invoices Paid Listing 04/23/26 to 05/06/26

UNFINISHED BUSINESS

3. **Bill No. 6214 - An Ordinance authorizing a change of zoning from "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District and approving the Site Concept Plan and Site Development Plan for such development on the approximately 4.42 acre property located at 11004, 11026, 11032 AND 11056 Olive Boulevard and 825 and 827 Graeser Road. Final Reading and Passage.**
   Summary: Garrison Hassenflu, of Garrison Companies, has submitted revised plans for a rezoning, site concept plan, site development plan, and a boundary adjustment application for the lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road in order to construct a new four-story, mixed-use development known as Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned “GC”-General Commercial Zoning District. The request includes rezoning the properties to “PMD” Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. The Planning and Zoning Commission gave a recommendation of denial at the March 16th meeting.

4. **Bill No. 6216 — An Ordinance of the City Council of the City of Creve Coeur, Missouri, authorizing the transfer of right-of-way at and adjacent to the northern intersection of North New Ballas Road and Olive Boulevard to the Missouri Highway and Transportation Commission. First Reading.**
   Summary: MoDOT has an upcoming project to improve the sidewalks on Olive Boulevard east of I-270. During project planning, MoDOT staff found that right-of-way on the north side of Olive Boulevard, adjacent to 11733 Olive Boulevard, had been dedicated to the City in 1996. Because MoDOT is responsible for maintaining sidewalk along Olive Boulevard, staff believes it is appropriate and efficient to transfer this right-of-way to MoDOT.

NEW BUSINESS

5. **Bill No. 6217 — An Ordinance authorizing the issuance of a new Conditional Use Permit for a 1,240 square-foot Medical Laboratories Use (NAICS 621511) located at 10425 Old Olive Street Road, Suite 200. First Reading.**
   Summary: Zahid Kaleem, of Fitness Labs, LLC, seeks Conditional Use Permit approval to operate an outpatient blood collection center, Medical Laboratories (NAICS 621511), in a 1,240 sq. ft. tenant space at 10425 Old Olive Street Rd.,

Suite 200, zoned GC-General Commercial. No exterior changes are proposed. Hours will be Mon–Sat 7 AM–7 PM, closed Sun with 2–4 employees. The Planning & Zoning Commission recommended approval at the April 20th meeting.

6. **Bill No. 6218 — An Ordinance authorizing the issuance of a new Conditional Use Permit for a 2,300 square-foot limited-service restaurant use (NAICS 722513) located at 1001 Old Olive Way Road, Suites A and B. First Reading.**
   Summary: Brian Ivy, AIA, NCARB, of Idea Architects, has submitted a conditional use permit application on behalf of Wholesome MD Cafe for a 2,300 square foot restaurant space addressed as 1001 Old Olive Way Road, suites A and B, within the Vue at Creve Coeur Apartments. The CUP request is for the operation of a nutrition-focused café with 16 indoor seats and hours of operation from 6:00AM to 4:00PM, 7 days a week. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required. The Planning and Zoning Commission recommended approval at the May 4th meeting.

7. **Resolution No. 1868 — A Resolution of the City Council of the City of Creve Coeur, Missouri, adopting a Development Incentives Policy Manual.**
   Summary: The Resolution formally adopts the Development Incentives Policy Manual, establishing the City of Creve Coeur's policies and procedures governing the use of development finance incentives.

BUSINESS FROM MAYOR AND CITY COUNCIL

8. ***Council Liaison Reports***

BUSINESS FROM CITY ADMINISTRATOR

9. **Building Code Board of Appeals and Personnel Appeals Board**

10. **Concessions and Pro Shop Renovation Project Design Review**
    Summary: Staff will present the final draft design of the renovation project for input and feedback. The project will be put out to bid once the final design is created, with formal consideration from the City Council in the month of July to award the construction contract.

ADJOURNMENT

REGULAR MEETING
AGENDA
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
MAY 11, 2026
7:00 PM

Pursuant to Section 610.022 RSMo., the City Council could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. And/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Posted by: _____

Date/Time posted: _____

If you need special accommodations to attend a meeting, services may be arranged by contacting the Office of the City Administrator in advance.

JOINT WORK SESSION MEETING
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL & FINANCE COMMITTEE
300 NORTH NEW BALLAS RD
APRIL 27, 2026
6:00 PM

CALL TO ORDER

A joint work session meeting of the City Council and the Finance Committee of the City of Creve Coeur was called to order by Council President Mark Manlin at the City Council Chamber, 300 North New Ballas Rd, City of Creve Coeur Government Center, Creve Coeur, MO 63141 on Monday, April 27, 2026, at 6:10 PM.

ROLL CALL

Council Member, Ward 1 Mark Manlin
Council Member, Ward 1 Donna Spence — via Zoom
Council Member, Ward 2 Nicole Greer
Council Member, Ward 2 Kimberly Norwood
Council Member, Ward 3 Drew Newman
Council Member, Ward 4 Mara Berry — via Zoom
Council Member, Ward 4 Scott Saunders

Mayor Hoffman and Council Member, Ward 3 David Hoffman were absent.

Finance Committee Members Present: Vice Chair Stephen Keyser and David Sentnor. Chair Betty Kagan, Christopher Floyd, and Ellen Lawrence attended via Zoom.

Staff Present: City Administrator Kris Simpson, Assistant City Administrator Sharon Stott, City Attorney Carl Lumley, Director of Finance Lori Obermoeller, Finance Manager Tracy Brothers, Interim Director of Public Works Jim Heines, Assistant Director of Public Works Dione Garson, Director of Recreation Jason Valvero, Chief of Police Jeffrey Hartman, Public Information Officer and Management Analyst Melissa Bradford, and City Clerk Kellie Henke.

DISCUSSION ITEMS

1. Approval of April 13, 2026, City Council Work Session Minutes

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

2. Fiscal Year 2027 Preliminary Budget

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JOINT WORK SESSION MEETING
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL & FINANCE COMMITTEE
300 NORTH NEW BALLAS RD
APRIL 27, 2026
6:00 PM

City Administrator Kris Simpson and Director of Finance Lori Obermoeller presented the FY2027 budget to the City Council and Finance Committee and responded to questions (see Exhibit A). Mr. Simpson reported that the City maintains a strong General Fund reserve. He noted that while revenue growth has remained relatively flat, expenditures continue to increase due to rising costs, including approximately 5 percent annual increases in trash collection, personnel, and inflationary pressures. He added that the FY2027 budget allows for strategic investment in long-term capital needs, including a future Government Center and $2 million designated for unforeseen street projects.

Ms. Obermoeller reviewed a five-year trend of General Fund operating revenues, noting relatively flat growth with a projected increase in FY2027 due to the recently approved Use Tax. She summarized revenue sources, identifying public utility tax and sales tax as the largest contributors, and discussed intergovernmental and other revenues, including police contracts and reimbursements from the St. Louis Area Insurance Trust (SLAIT). Modest increases are anticipated in building permit revenues due to the Schnucks development in Olia Village, as well as in property taxes. Utility-related revenues, including Ameren, are projected to increase, while telephone revenues continue to decline. Water revenues increased approximately 11 percent in FY2026, and video service fees are decreasing due to statutory rate reductions. Mr. Simpson noted that slowing consumer spending trends may limit future sales tax growth.

Ms. Obermoeller highlighted a 10 percent increase in the gasoline tax as part of a scheduled adjustment under a five-year legislative plan, with no additional increases currently anticipated. She also noted a projected decrease in investment interest income following the exhaustion of ARPA funds in FY2026.

Ms. Obermoeller explained sales tax distribution, noting that “A” cities retain point-of-sale revenues while “B” cities pool and distribute revenues on a per capita basis. She stated that Creve Coeur primarily operates as an “A” city, with annexed areas participating in a “B” pool.

Ms. Obermoeller presented an overview of FY2027 General Fund transfers, including transfers from the Public Safety Fund and Parks and Stormwater Fund, and transfers to the Capital Improvement Fund. She noted that City policy allows up to 20 percent of Public Safety Fund sales tax revenues to be transferred to the General Fund for police pension costs.

Ms. Obermoeller reviewed estimated FY2026 expenditures and FY2027 projections, including personnel services and operating expenses. She emphasized that increased operating expenses are largely driven by a 28 percent increase in trash collection costs,

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along with ongoing annual increases of approximately 5 percent. She also discussed 10-year staffing trends, including the addition of three positions. The addition of a maintenance worker position is offset by a reduction in temporary staffing, resulting in minimal net cost. The Crisis Intervention Team Task Force position will be added at no cost due to reimbursement through a St. Louis County grant.

Ms. Obermoeller detailed personnel allocations, including proposed salary range adjustments, market equity increases, and merit- and step-based increases. She reviewed pension plan updates implemented in FY2024, including transitioning employees from the Legacy Plan to LAGERS, plan enhancements, and the addition of a cost-of-living adjustment for retirees. FY2027 pension costs are projected to increase due to full staffing levels, rate increases, and salary adjustments. Employees contribute 4 percent of their salary to LAGERS.

Ms. Obermoeller discussed additional expenditures, including participation in SLAIT, with projected increases of 10 percent in liability insurance and 6 percent in workers' compensation. Health insurance premiums are expected to increase by approximately 4 percent, consistent with the 10-year average. The City requires employee contributions and applies a spousal surcharge when alternative coverage is available.

Ms. Obermoeller reviewed General Fund capital outlay, noting an overall decrease of 6.3 percent in FY2027, with the Police and Public Works departments representing the largest expenditures. She also summarized a five-year General Fund projection, including revenues, expenditures, fund balance, and the City's reserve requirement of 33.3 percent of annual expenditures.

Mr. Simpson outlined potential cost-saving measures and revenue enhancements, including the Use Tax approved by voters in November 2025. Additional options discussed included modifying the business license fee structure (potentially requiring voter approval), implementing a 1 percent increase in the utility tax rate (not requiring voter approval), and directly invoicing residents for trash and recycling services.

In response to a question from Council Member Berry, City Attorney Carl Lumley stated that establishing charges to residents for trash collection would not require voter approval if based on usage and compliant with Hancock Amendment requirements. Council Member Berry requested a comparison of the current license fee structure with potential alternatives. Mr. Simpson stated that while estimates can be prepared, projections are limited due to the lack of gross receipts data, though comparisons with neighboring communities could be conducted.

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Ms. Obermoeller discussed the FY2027 Capital Improvement Program (CIP), including anticipated grant funding for Ladue Road, New Ballas Road, Municipal Park, Fernview Sidewalk, and New Ballas Sidewalk projects. Mr. Simpson noted that most grants are federally funded, typically with an 80 percent federal share and 20 percent local match, and commended staff for their success in securing grant funding.

Ms. Obermoeller reviewed FY2027 Debt Service Fund revenues, referencing a 2016 bond issuance for construction of the police station funded through a 20-year tax levy. She noted that a 2022 defeasance and surplus bond proceeds have reduced the debt schedule by four years. Staff proposes using FY2026 tax and interest revenues to further reduce bond debt, which would eliminate the Police Building Fund and transfer the prepayment to the Debt Service Fund.

Ms. Obermoeller discussed projected Public Safety Fund revenues, including a countywide half-cent public safety sales tax and sales tax on recreational marijuana. She outlined allocations for police operations, capital expenditures, building maintenance, and pension liability. She noted that the Finance Committee will revise the policy in May to increase the allocation for police operations and decrease public safety capital expenditures, reflecting rising police costs that exceed the allocation established in the 2017 policy.

Ms. Obermoeller also reviewed projected FY2027 Public Safety Fund expenditures, including communications equipment, building improvements, and protective equipment.

Ms. Obermoeller provided an overview of the Parks and Stormwater Fund, noting that revenues are not subject to county sharing and include funding from the Operations, Maintenance and Construction Improvement (OMCI) District and the Metropolitan St. Louis Sewer District (MSD) Proposition S. She discussed projected FY2027 revenues and expenditures, including park projects, stormwater projects, capital equipment, and administration.

Ms. Obermoeller reviewed the Municipal Enterprise Fund, including the Golf Course and Ice Arena budgets, noting that the goal is for user fees to fully cover operating costs.

In response to a question from Finance Committee Member Stephen Keyser, Director of Recreation Jason Valvero stated that the City's golf course and ice arena facilities are competitive and that fees are generally on the higher end compared to surrounding municipalities. Mr. Keyser confirmed that negative balances in the Enterprise Fund

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reflect the inclusion of capital expenditures.

Ms. Obermoeller reviewed the Sewer Lateral Fund, noting that residents contribute $28 annually through property tax bills. She discussed projected revenues and expenditures. Mr. Simpson stated that the fund balance is declining and may require future adjustments, including revising the reimbursement percentage, increasing the annual fee up to the state-authorized maximum of $50 (subject to voter approval), or supplementing the fund through transfers from other sources.

In response to a question from Mr. Keyser regarding merit increases, Assistant City Administrator Sharon Sott stated that most employees receive a merit increase annually. Ms. Obermoeller added that employees at the top of their salary range or step are not eligible for additional increases; however, those at the top of the salary range may receive a reduced one-time payment in lieu of a full merit increase.

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ADJOURNMENT

The meeting adjourned at 7:06 p.m.

Submitted by:

Kellie Henke
City Clerk

Dr. Robert Hoffman
Mayor

FY 2027 Proposed Budget

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Joint Work Session
City Council & Finance Committee
April 27, 2026

FY27 Annual Budget Overview

- Proposed budget provides resources for meeting high expectations of the community
- City continues to be financially strong, with substantial reserves and AAA bond rating
- Revenues are flat, while expenditures are increasing

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FY27 Annual Budget Overview

- Revenue growth average of 1.73% over 10 years (without the one-time CARES or ARPA Funds)
- Expenditure growth average of 2.1% over 10 years
  - Higher costs across the board
  - Personnel Costs up 15.4% FY25-27
  - Trash & recycling contract - 28% effective FY26, then 5% increase for next 5 years

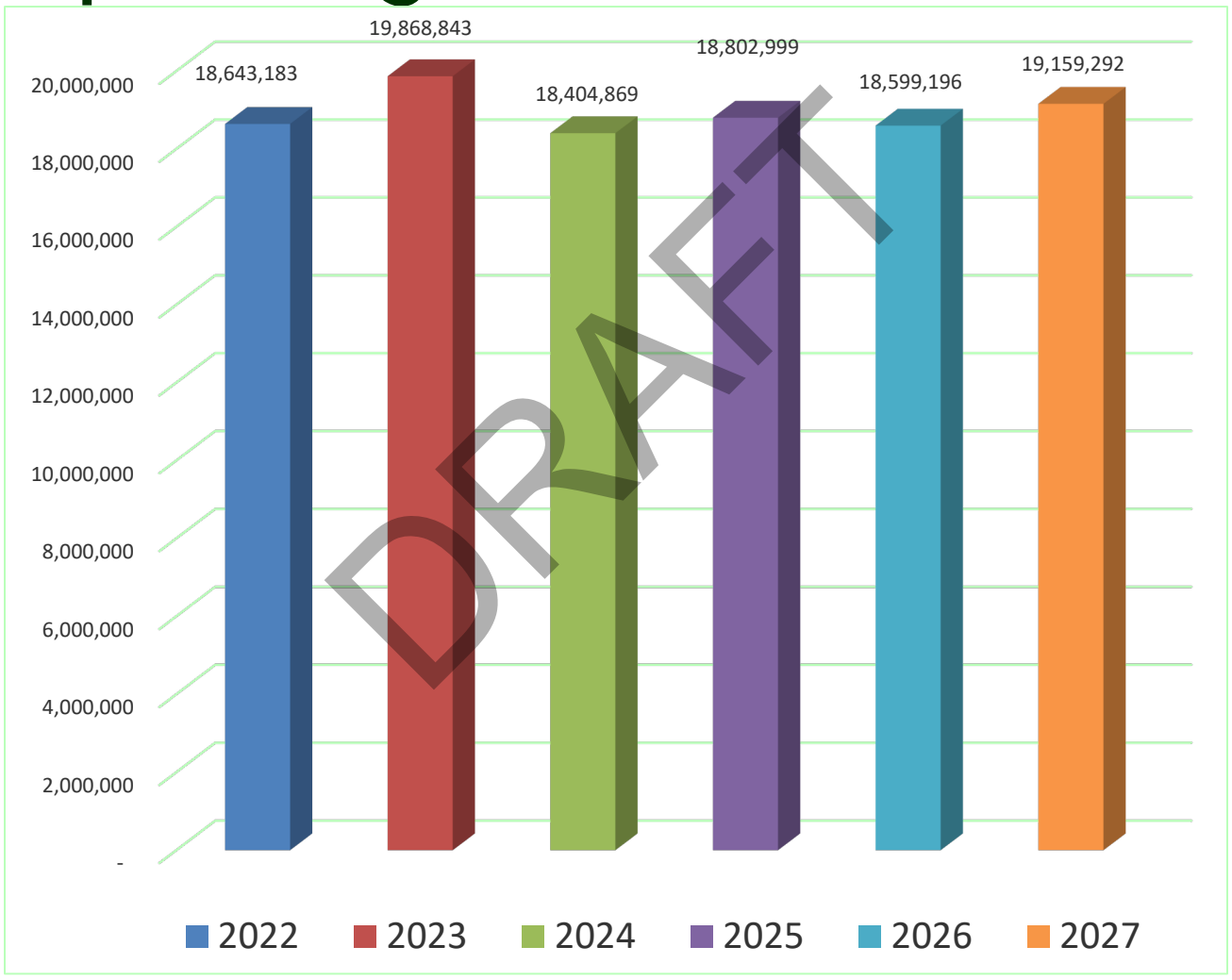
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FY27 Annual Budget Overview

- General Fund unassigned balance of $14.6M, or 75.1% of annual expenditures after:
  - Setting aside excess reserves for City Facilities Replacement
    - Goal of $10M by FY2028
    - Government Center Replacement Cost $23-25M
    - No Tax Increase Bond Issue to generate $12-14M
  - Street Program reserves of $2M

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General Fund 5 Year Operating Revenue Trend



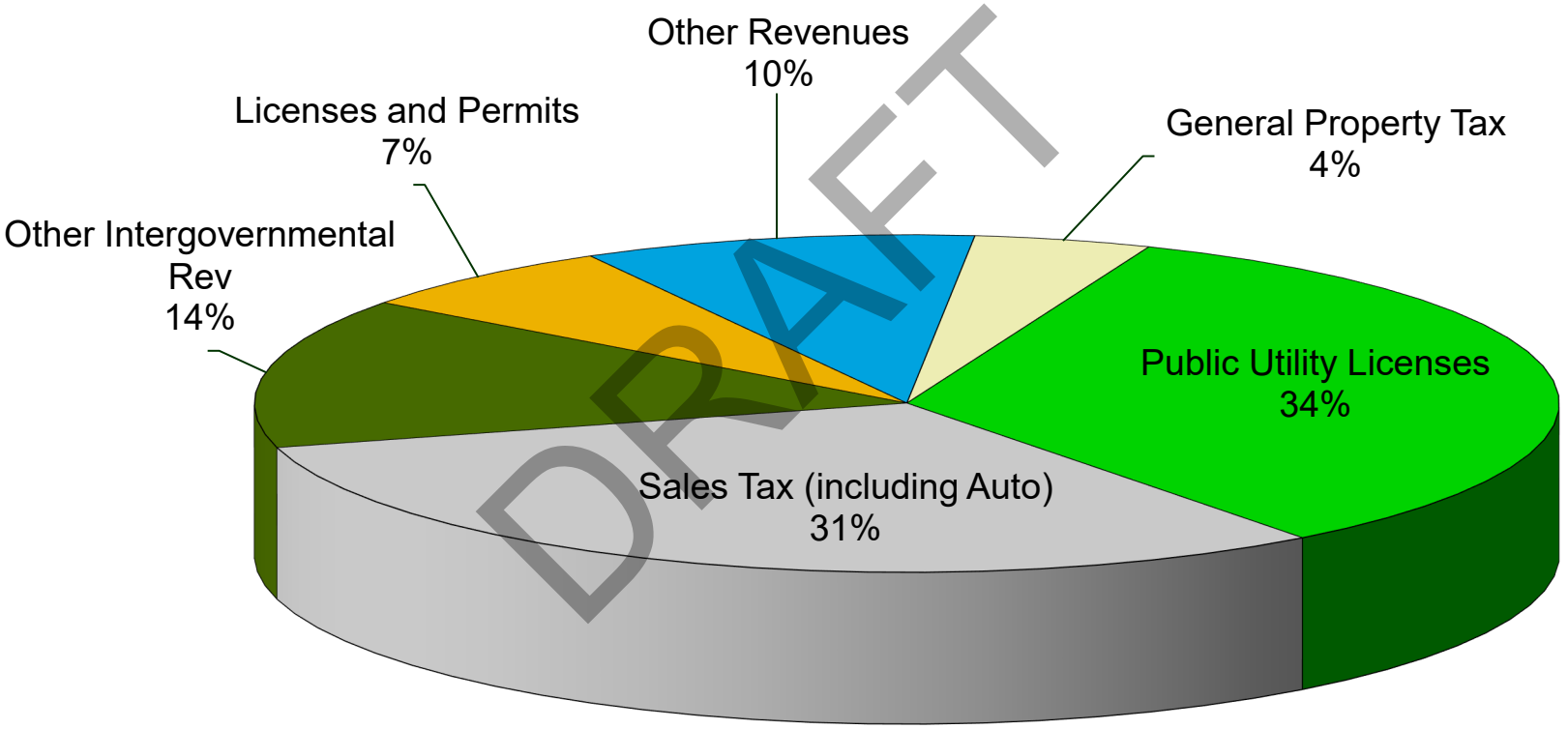
$1.9M in ARPA Funds included in 2022 and 2023

FY27 General Fund Revenues

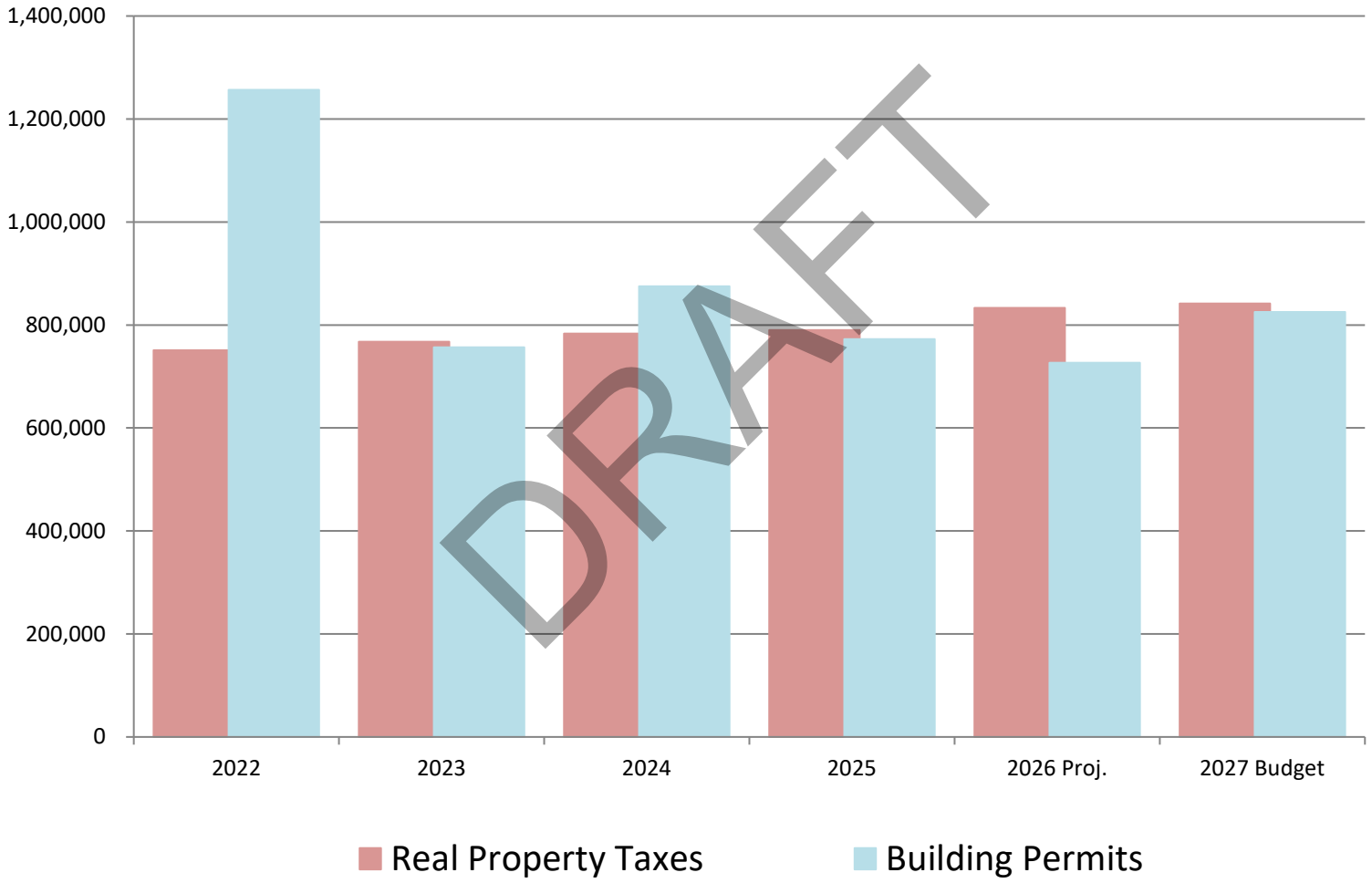
Sales Tax (including Auto)	$5,957,385
Public Utility Tax	$6,436,636
Other Intergovernmental Rev	$2,762,735
Licenses and Permits	$1,293,720
General Property Tax	$841,790
Investment Interest	$875,000
Municipal Court	$399,020
Other Revenues	$519,007
Municipal Facilities	$74,000
Total	$19,159,293

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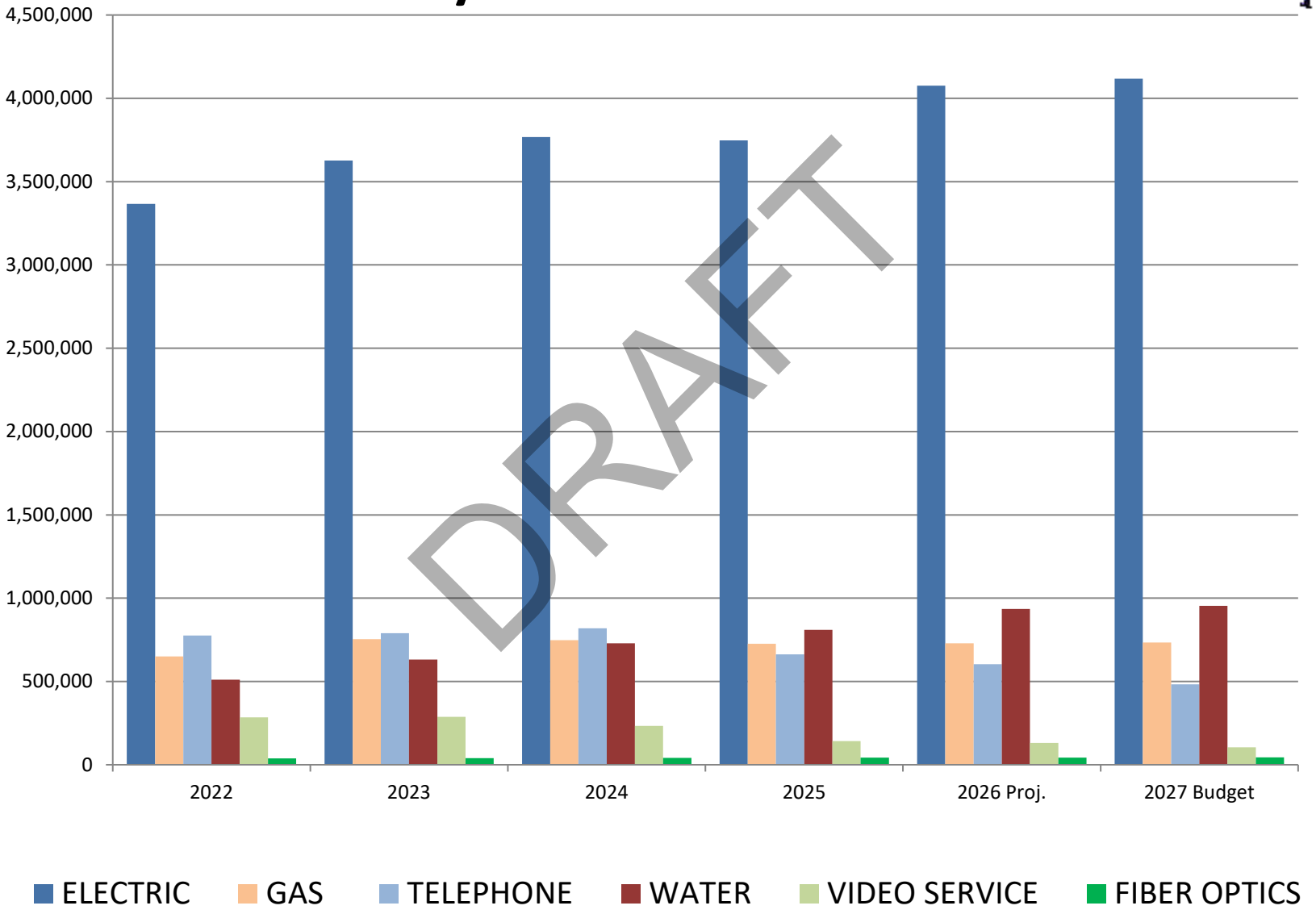
General Fund Revenues by Class



Property Taxes & Building Permits

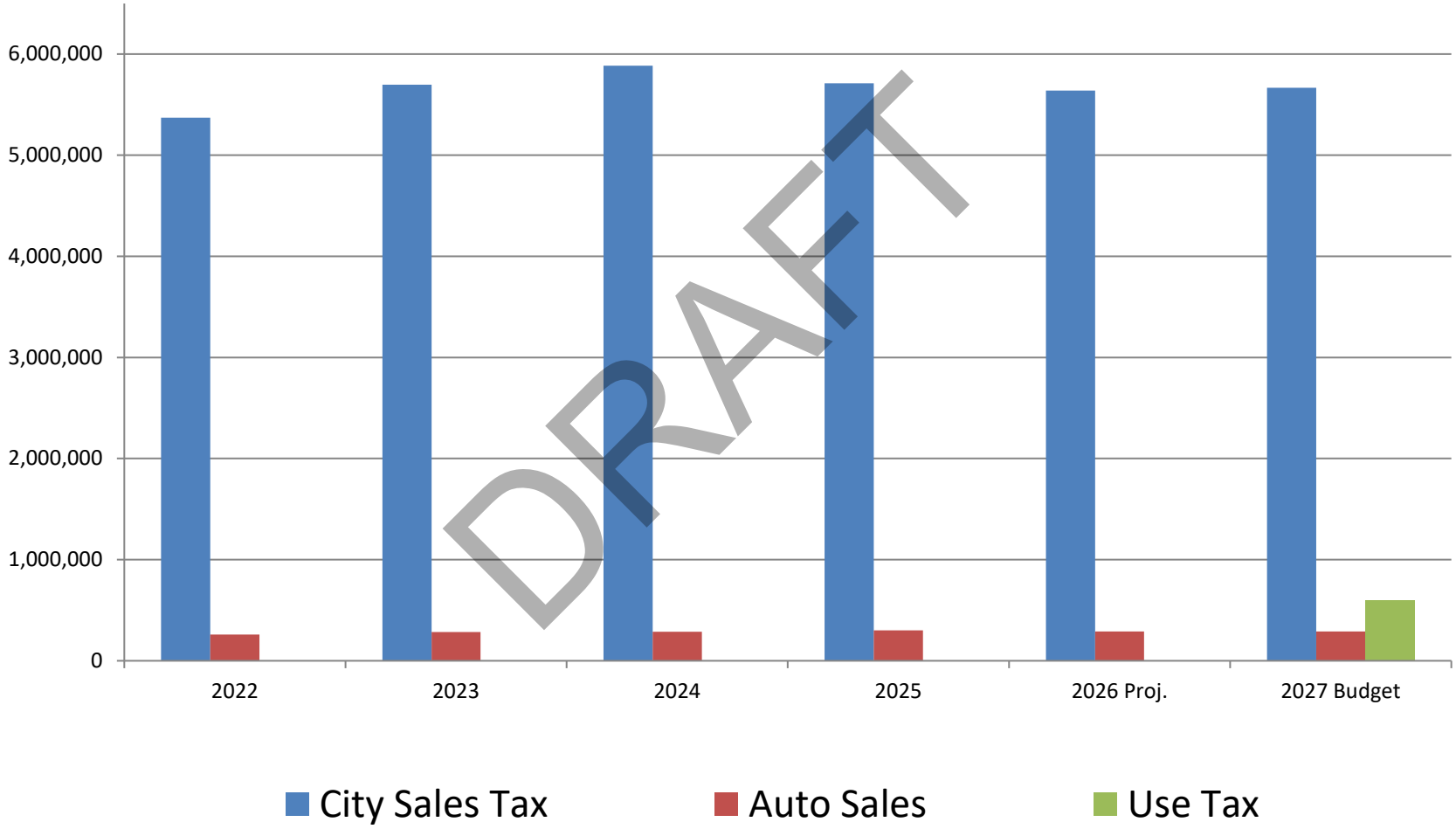


Utility License Taxes & Fees



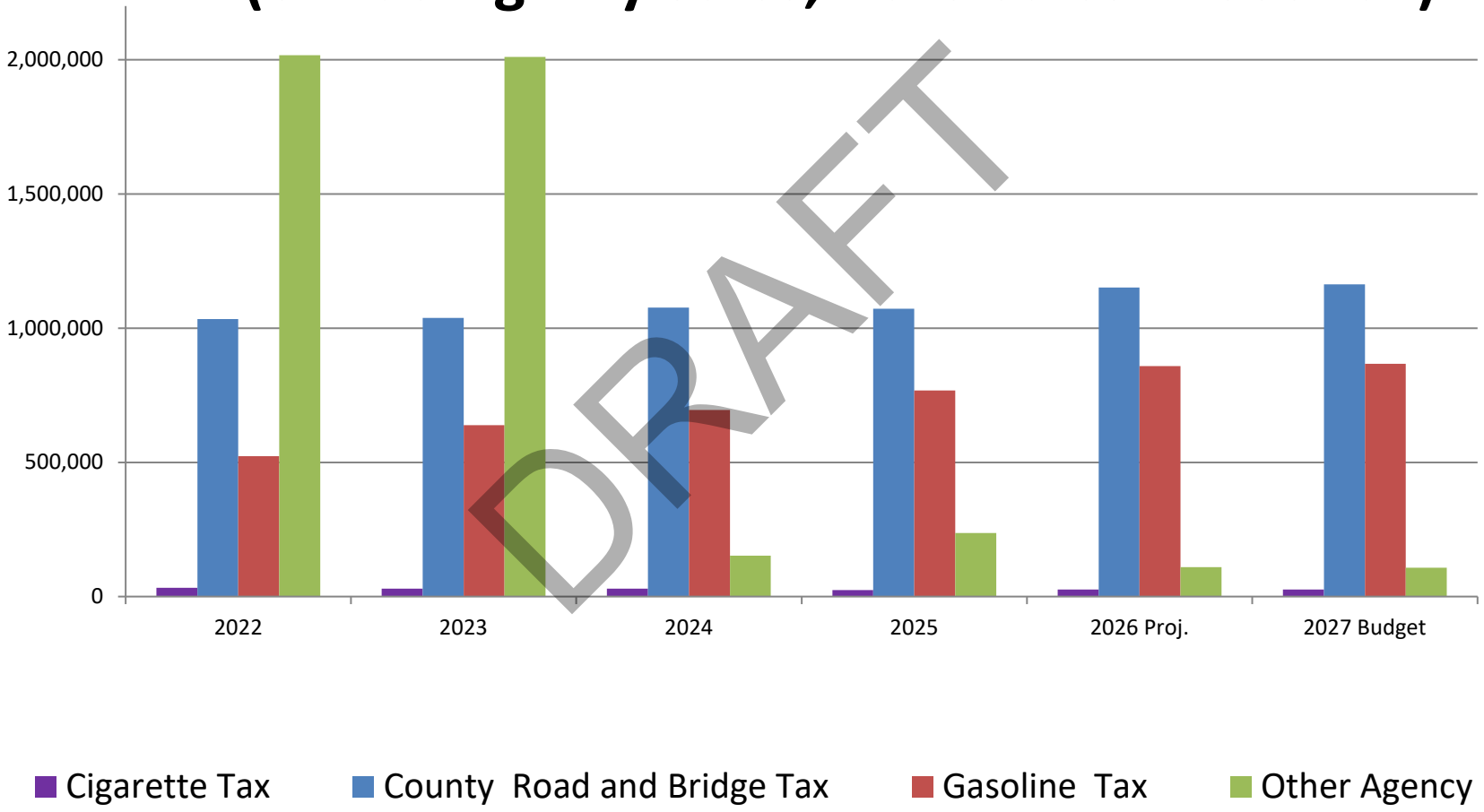
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City Sales, Auto Sales & Use Tax



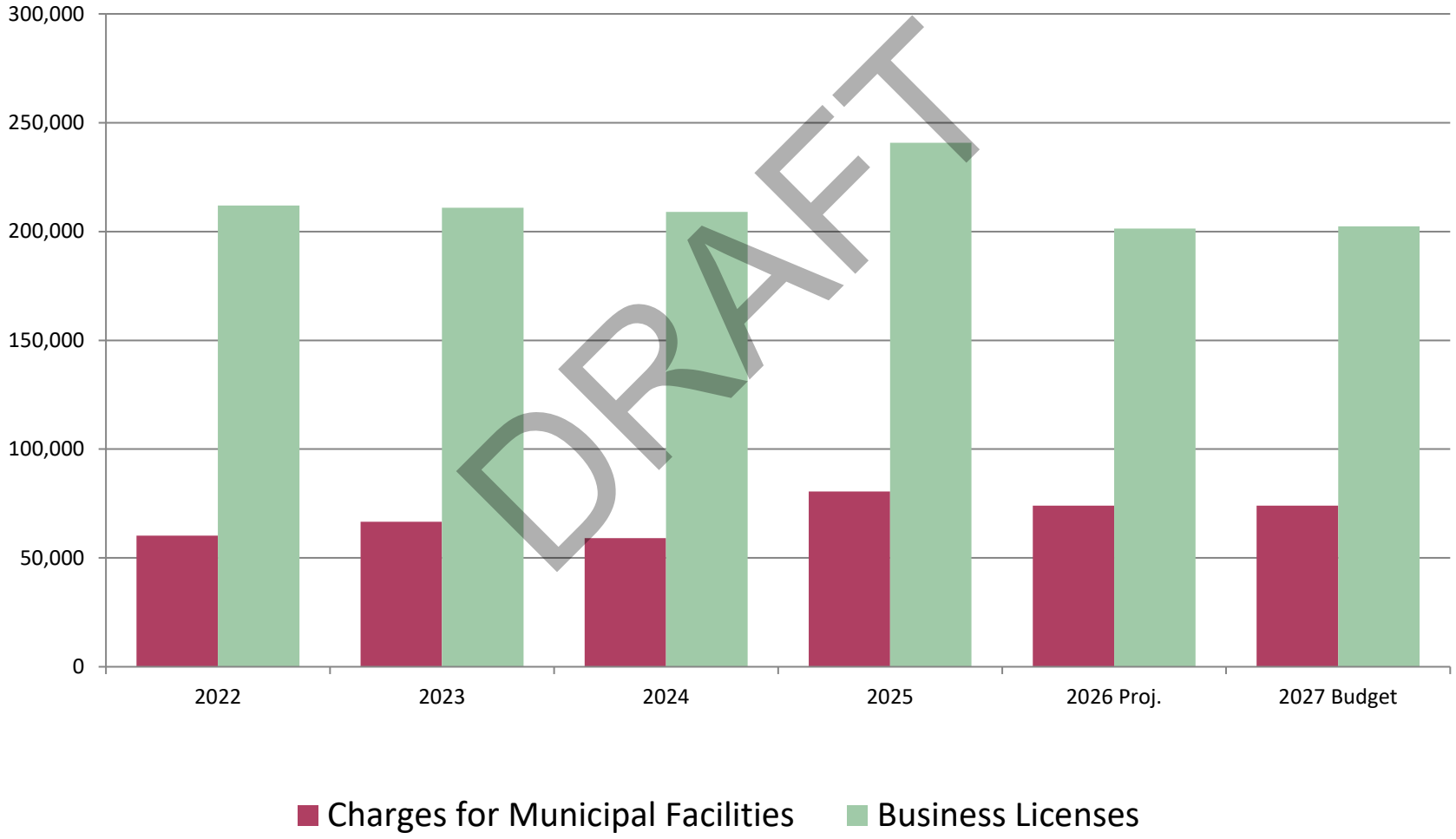
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Intergovernmental Revenue
(excluding City Sales, Auto Sales & Use Tax)



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Municipal Facilities & Business License

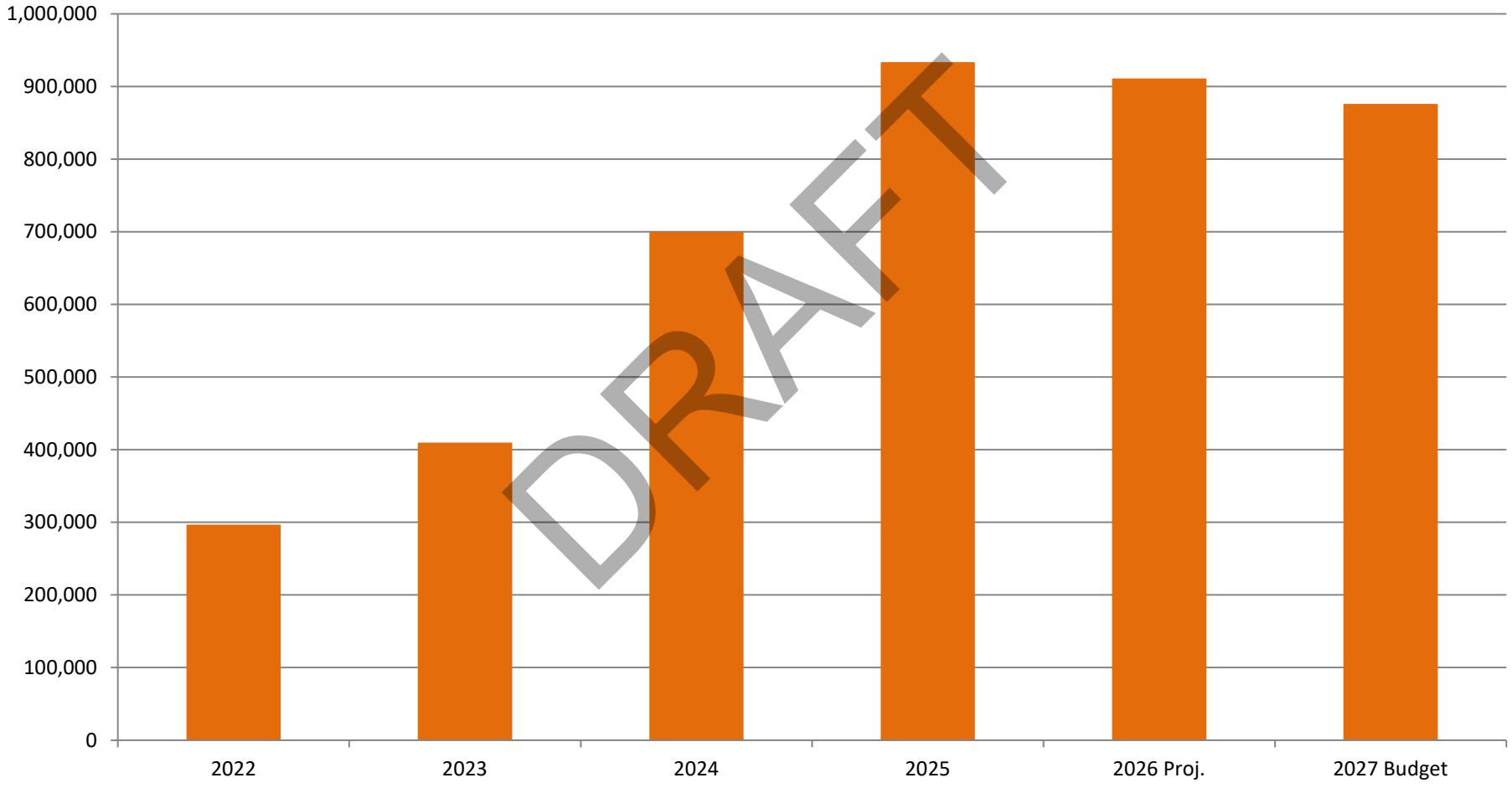


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Municipal Court and Traffic Fines



Interest on Investments



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Real Estate Tax

- Projected increase of 1% in FY27
- Amount of increase is limited to rate of inflation and any new construction
- Real estate taxes comprise a little more than 4% of city's General Fund Revenues
- Tax rate is projected to remain around the current $.063 for residential and $.077 for commercial per $100 AV (this is a non-reassessment year – approx. $60 per $500K home value

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Property Tax Rate

Assessed Value Increase: Res 0%; Personal Property 0%

Tax Year	2025	2026	$ Change
Real property			
Market value	500,000	500,000	
Tax rate	0.063	0.063	
Real Estate Tax	**$59.85**	**$59.85**	**$0.00**
Personal property			
Market value	30,000	30,000	
Tax rate	0.000	0.000	
Personal Property Tax	**$0.00**	**$0.00**	**$0.00**
Debt Service Levy			
Police Building & Renovations	0.082	0.082	
Debt Service Levy on Res.	**$77.90**	**$77.90**	**$0.00**
Debt Service Levy on PP	**$8.12**	**$8.12**	**$0.00**
Sewer lateral assessment			
Per Home	**$28**	**$28**	**$0**
Net tax effect	**$173.87**	**$173.87**	**$0.00**

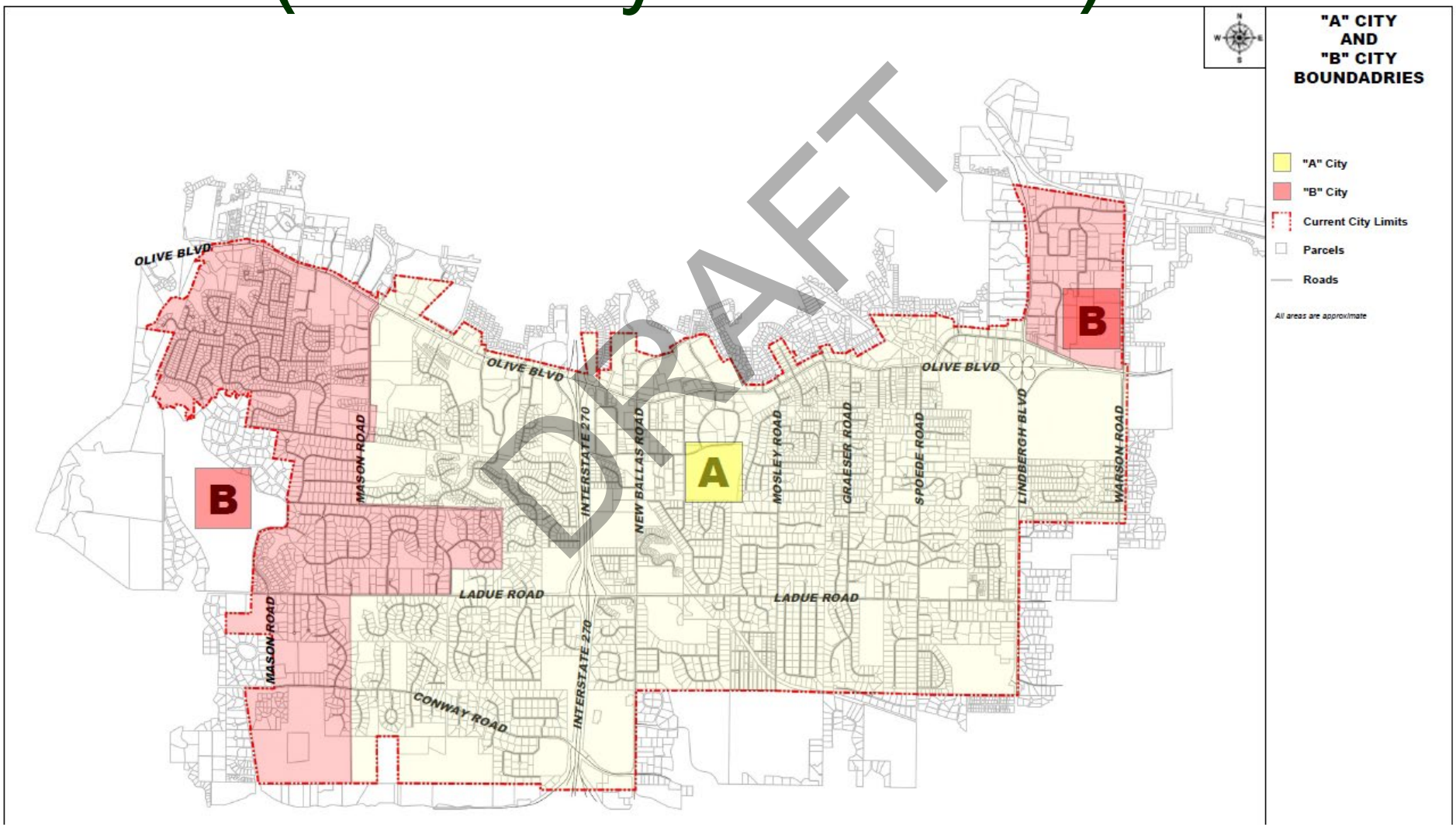
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General Fund Revenues

- Sales Tax Sharing
  - 1993 Legislation requires sharing by “A Point of Sale” cities based on sliding scale formula
  - Annexed Areas - “B Pool” – Shared County-wide based on population
  - Creve Coeur includes both “A” and “B” Areas
  - “A” City - $5.5M less $930K sharing
  - “B” City - $1.1M

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General Fund Revenues (A & B City Boundaries)



FY27 Revenue Outlook

- Overall General Fund Revenues are up 3% from FY26 at $19.2M
- Utility Taxes are down 1.3% to $6.4M from FY26 as a result of decrease in phone & video service fees, while there is a slight increase in electric, gas and water revenue
- Intergovernmental Revenues (including sales tax) is up 6.7% to $8.7M from FY26 (1% increase in Gasoline and Road & Bridge Tax, .5% increase in Sales Tax, new Use Tax)
- Licenses & Permits are projected to increase 2% due to Building Permits increasing 13.5% (Olia Village), while Escrow Deductions are expected to decrease 45% (prior years included cleaning up old Escrows)

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FY27 General Fund Transfers

- **Transfer In from Public Safety Fund: $1,152,675**
  - PD moved to 12-hour shift in FY19; Market equity and Step Plan pay adjustments in FY22, FY23, FY25, FY26 & FY27; now includes 20% of Sales Tax ($282K used to be expense in PS, but now Transfer In to GF to cover PD Pension Costs)
- **Transfer in from Park & Stormwater Fund: $534,473**
  - Represents 20% of P&S Sales Tax revenues to supplement park and stormwater operations/maintenance
- **Transfer out to Capital Improvement Fund: $500K**
  - A portion of County Road & Bridge tax revenue used to pay for road improvements

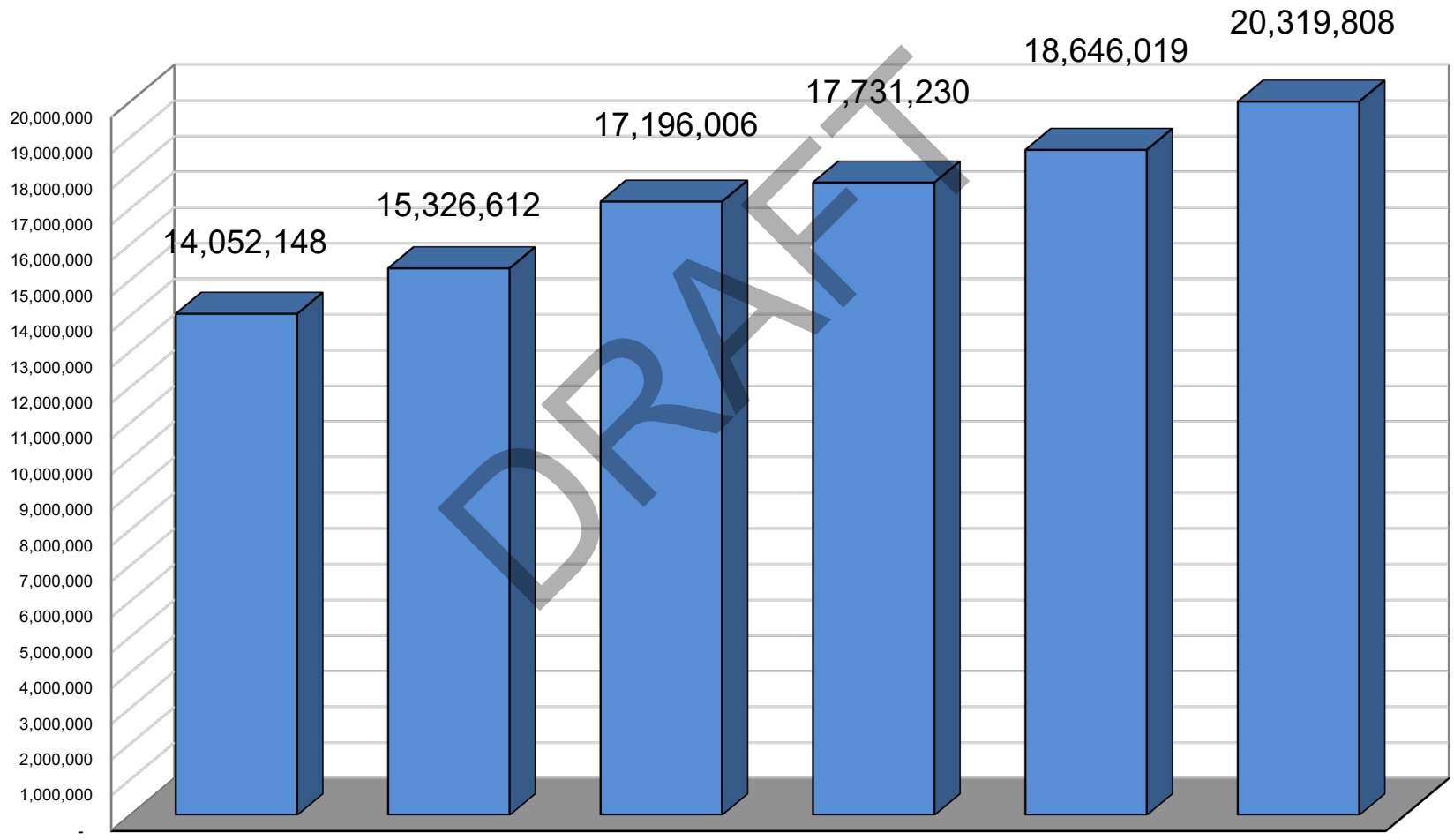
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General Fund Expenditures By Category

	FY26 Projected	FY27 Budgeted	% Change
Personnel Services	$13,000,544	$14,449,108	11.1%
Operating Expenses	$5,241,884	$5,492,400	4.8%
Capital Outlay	$403,591	$378,300	(6.3%)
TOTAL	**$18,646,019**	**$20,319,808**	**9%**

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General Fund 5 Year Operating Expenditure Trend



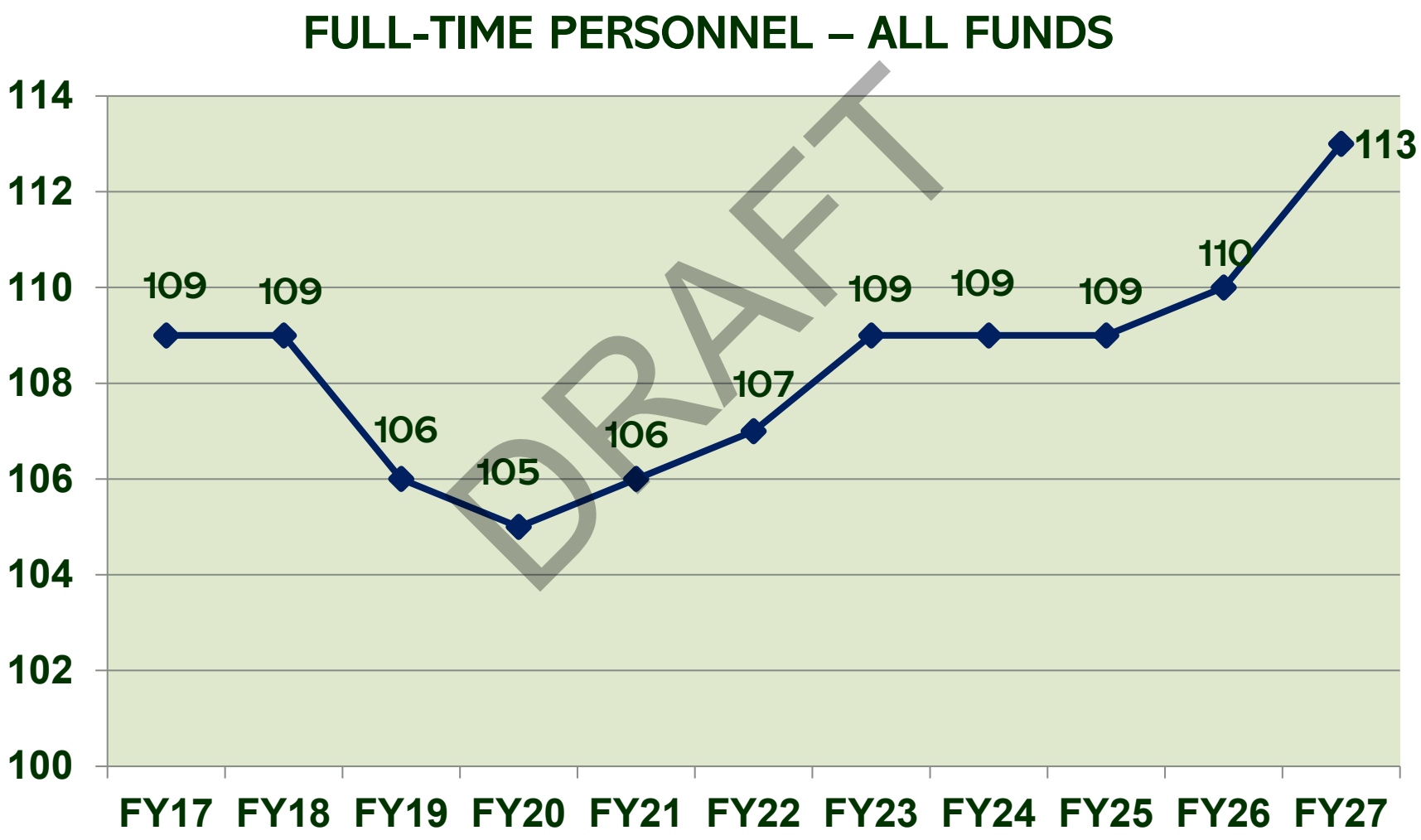
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General Fund Operating Expenditures

- Operating expenses increased 4.8% to $5.5M
- Trash & recycling service for single family homes and condos ($1,159,000)
  - 21% of General Fund non-personnel or capital costs
  - 28% increase in FY26 (new 5-year contract)
    - 23% rate increase
    - 5% increase for additional homes
  - FY27 includes 5% increase ($54,000)

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10-Year Staffing Levels



General Fund Personnel FY27

- 2.5% Increase in Minimum & Maximum Salary Ranges
  - Reclassifying a few position to higher salary grades to be more comparable with competitor cities
- 2.5% Market Equity Adjustments ($234,712)
- 3.5% Increase for Merit-Based & Step-Based employees ($272,260)

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Local Gov't Employees Retirement System (LAGERS)

- FY27 City contribution is $1,791,482 up from $1,464,258 reflecting full staffing and an increase in LAGERS rates
- Employees contribute 4% of salary to LAGERS ($404,646)

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St. Louis Area Insurance Trust (SLAIT)

- Self-insured pool - 27 member cities/agencies
- Worker's compensation, general liability and health;
- Worker's Compensation (6% overall increase)
  - FY27 includes a 3% increase in the rate, increase from 3 new employees, and increase in OT
  - Rate Mod expected to decrease from 1.29
- Liability – FY27 includes a 10% increase

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SLAIT Health Insurance

- Health Insurance Premium + 4% for FY27 – $86K increase
- 10-year average increase: 4.15%
- Total City Cost FY27 - $1,571,095
- Employee contribution - $321,317
- Spousal Surcharge ($200/month)
  - Only applies to spouses with other available health coverage
  - estimated savings - $125K annually

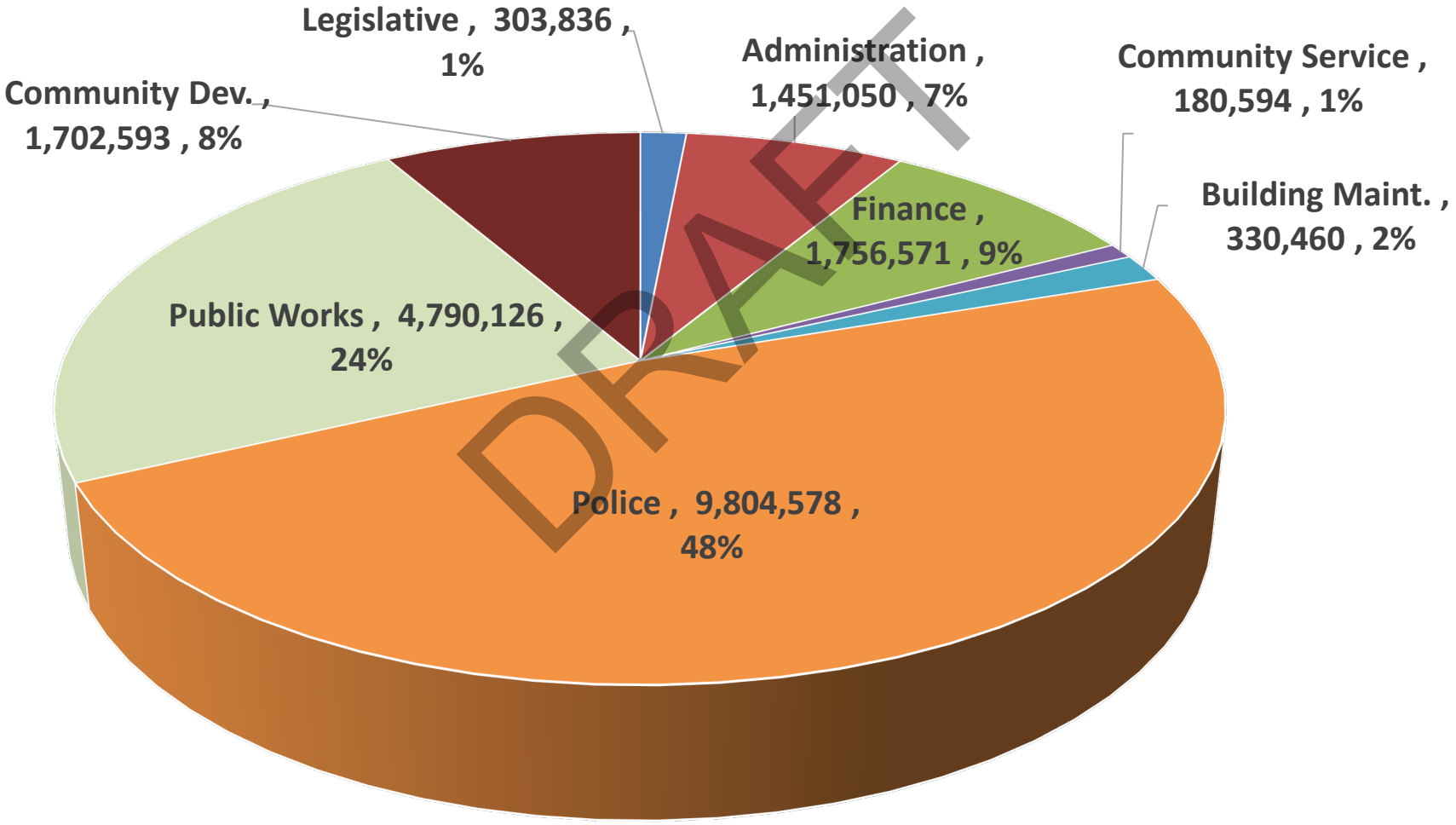
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General Fund Capital Outlay

- Decrease of 6.3% in FY27 to $378,300
  - Police:
    - 4 police vehicles to be purchased in FY27 ($255,000 including equipment and upfitting)
    - Police Equipment (Tasers, Radars, Printers, etc) - $41,150
  - Public Works Streets:
    - Spreader, 4 plow blades & pumps for ice ban - $37,500

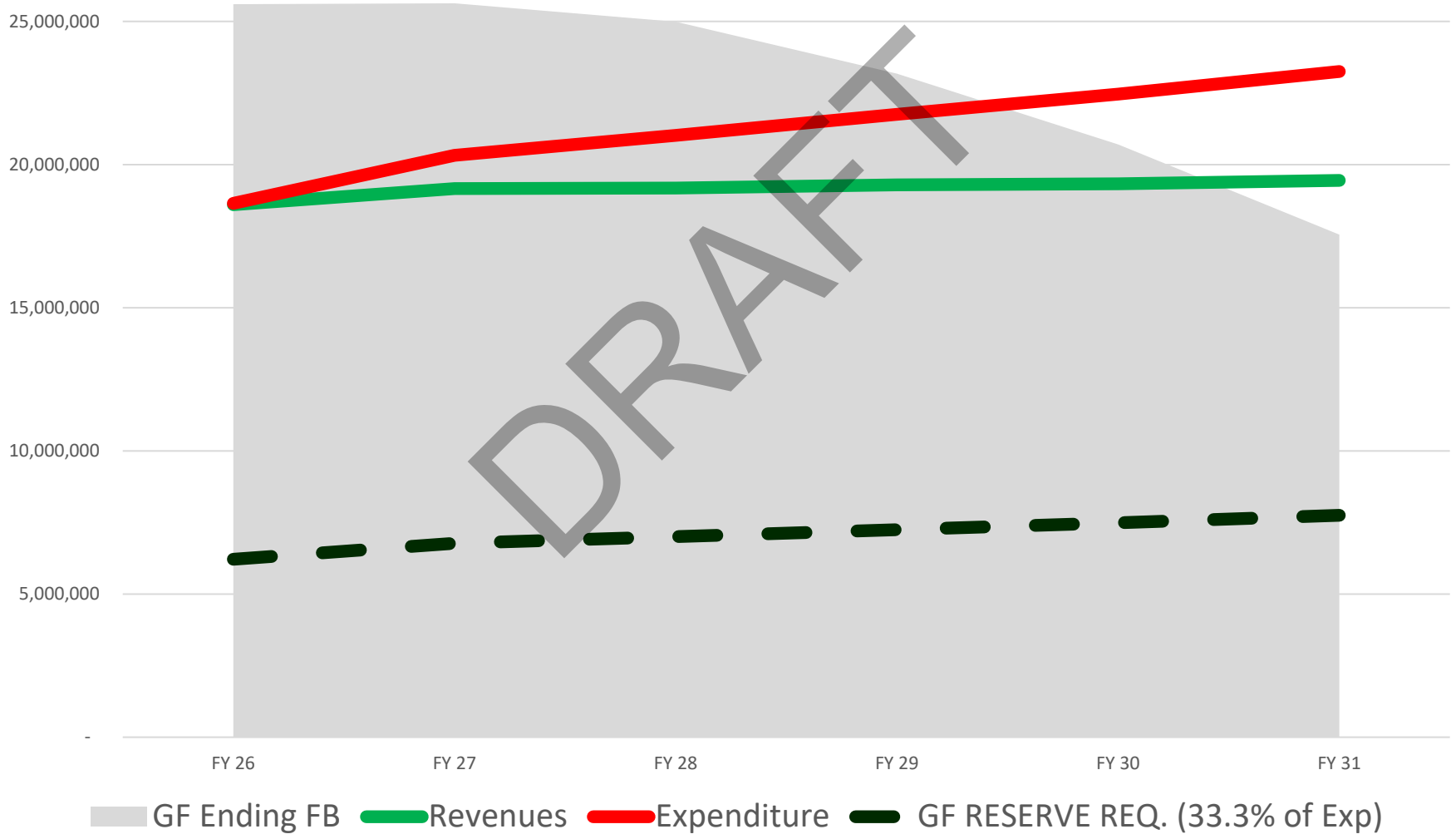
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General Fund Expenditures By Department



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General Fund 5 Year Projections



General Fund 5 YR Projections

(FY 2026-2028)

	FY 2026	FY 2027	FY 2028
Revenues	18,599,196	19,159,292	19,183,025
Expenditures	-18,646,019	-20,319,808	-21,023,112
Revenue over (under) Expenditures	-46,823	-1,160,516	-1,840,086
Transfers - In (From Public Safety)	1,046,030	1,152,673	1,154,084
Transfers - In (From Parks & Stormwater)	541,181	534,473	537,145
Transfers - Out (To Enterprise)	0	0	0
Transfers - Out (To Capital/P&S)	-1,400,000	-500,000	-500,000
Net Change in Fund Balance	140,388	26,630	-648,857
Fund Balance - Beginning of year	25,465,998	25,606,386	25,633,016
FUND BALANCE - End of the Year	25,606,386	25,633,016	24,984,159
*Less RESERVE GF BAL. FOR CAPITAL CONS	10,000,000	11,000,000	12,000,000
Unassigned Fund Balance	15,606,386	14,633,016	12,984,159

DRAFT

General Fund 5 YR Projections

(FY 2029-2031)

DRAFT

	FY 2029	FY 2030	FY 2031
Revenues	19,288,798	19,332,731	19,446,937
Expenditures	-21,754,025	-22,462,486	-23,250,391
Revenue over (under) Expenditures	-2,465,227	-3,129,755	-3,803,455
Transfers - In (From Public Safety)	1,155,502	1,156,927	1,158,359
Transfers - In (From Parks & Stormwater)	539,831	542,530	545,243
Transfers - Out (To Enterprise)	0	0	0
Transfers - Out (To Capital/P&S)	-500,000	-500,000	-500,000
Net Change in Fund Balance	-1,269,894	-1,930,298	-2,599,854
Fund Balance - Beginning of year	24,984,159	23,174,434	20,701,606
FUND BALANCE - End of the Year	23,174,434	20,701,606	17,556,510
*Less RESERVE GF BAL. FOR CAPITAL CONS	12,000,000	12,000,000	12,000,000
Unassigned Fund Balance	11,174,434	8,701,606	5,556,510

Options for Cost Savings / Revenue Enhancements

- 1.25% Use Tax Passed Nov 2025 – Est Revenue $600K for FY27
- Business License Tax
  - Currently $30 per 1,000 square feet; Minimum $40; Maximum $1,000 per business
  - Rates among lowest in region
  - Unchanged since 1990
  - **Projected revenue: $112K now -Varies**
- 1% increase in Utility Tax Rate – $783,220
- Trash/Recycling Direct Invoice to Residents
  - Projected savings: up to $1.1M

DRAFT

Residential Property Tax Revenue VS Residential Trash Costs

- Residential Property Tax - $532,853 per year
  - $108 per household
- Residential Trash - $1,034,676 per year
  - $211 per household

DRAFT

Capital Improvement Fund (1 of 2)

- FY 27 Sales Tax Revenue Estimate: $2.3M
- Sales tax subject to 15% county sharing
- Grant funding projected to be $3.6M
  - Ladue Road - $1,300,000
  - New Ballas Road - $1,020,000
  - Municipal Park Grant - $525,000
  - Fernview Sidewalk - $516,000
  - New Ballas Sidewalk - $228,000

DRAFT

Capital Improvement Fund (2 of 2)

- CIP Fund Expenditures for FY 2027:
  - Building & Improvements ($630,000)
  - Park and Recreational Facilities ($750,000)
  - Street & Sidewalk Improv. ($4,975,000)
  - Capital Equipment ($499,000)
  - Personnel & Operating ($202,375)

DRAFT

Debt Service Fund

- Voters approved $10.7 million bond issue in 2016 to build a new police station
- Funded by a $0.082 tax levy over 20 years
- Tax levy unchanged due to defeasance in 2022

- FY27 Revenues: $1,139,000
- FY27 Principal & Interest: $631,545

DRAFT

Impact of Defeasance & Excess Funds

- FY23 - $575K from Defeasance
- FY26 - $1,029,224 in Excess Bond Proceeds
- FY26 - $1,060,776 in Excess Surplus
- Reduced the Debt Schedule by 4 years
- Average annual Excess Funds of $500K/year
  - Almost every year City can reduce debt schedule by 1 additional year

DRAFT

Police Building Fund

- Eliminated Fund in FY26

DRAFT

Public Safety Fund

- Half-cent County-wide public safety sales tax; 5/8th disbursed to cities (per capita)
- 3% Sales Tax on Recreational Marijuana effective October 1, 2023
- Sales tax revenues projected at $1,417,755 FY27 (.5% increase).

DRAFT

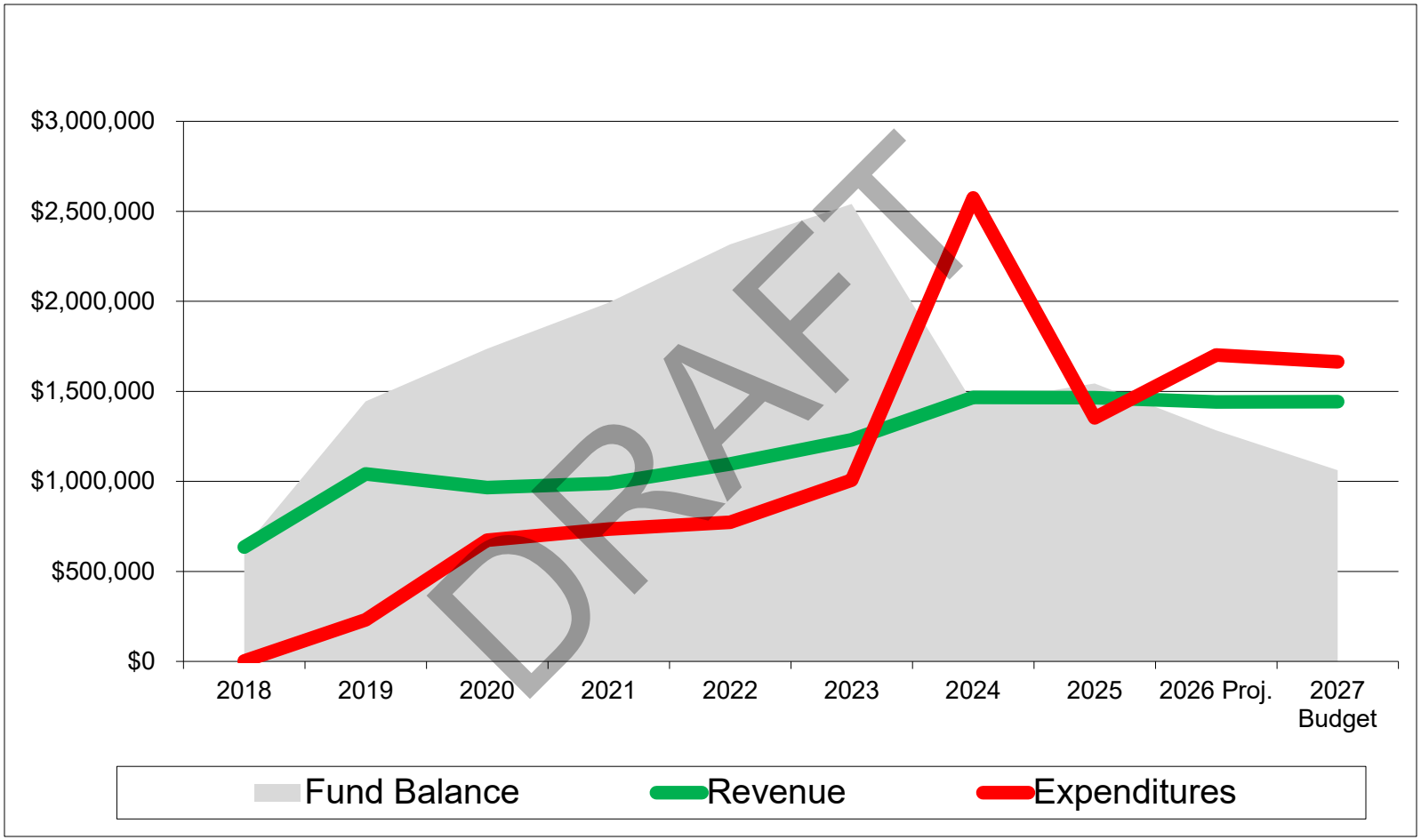
Public Safety Sales Tax Policy

- Police Operating Costs – 45-55%
  - Compensation & Training
  - FY27 – 76.79%
- Public Safety Capital Expenditures – 15-25%
  - Equipment, park security, etc.
  - FY27 – 5.88%
- Police Bldg Maint. & Operation – 10-20%
  - FY27 – 13.11%
- Police Pension Liability – 15-25%
  - FY27 – 19.56%

DRAFT

Finance Committee will revise Policy in May

Public Safety Fund



Municipal Enterprise Fund

- Golf Course & Ice Arena budgets are accounted for in the Municipal Enterprise Fund (MEF)

- Goal is for MEF to cover all operating costs with user fees.

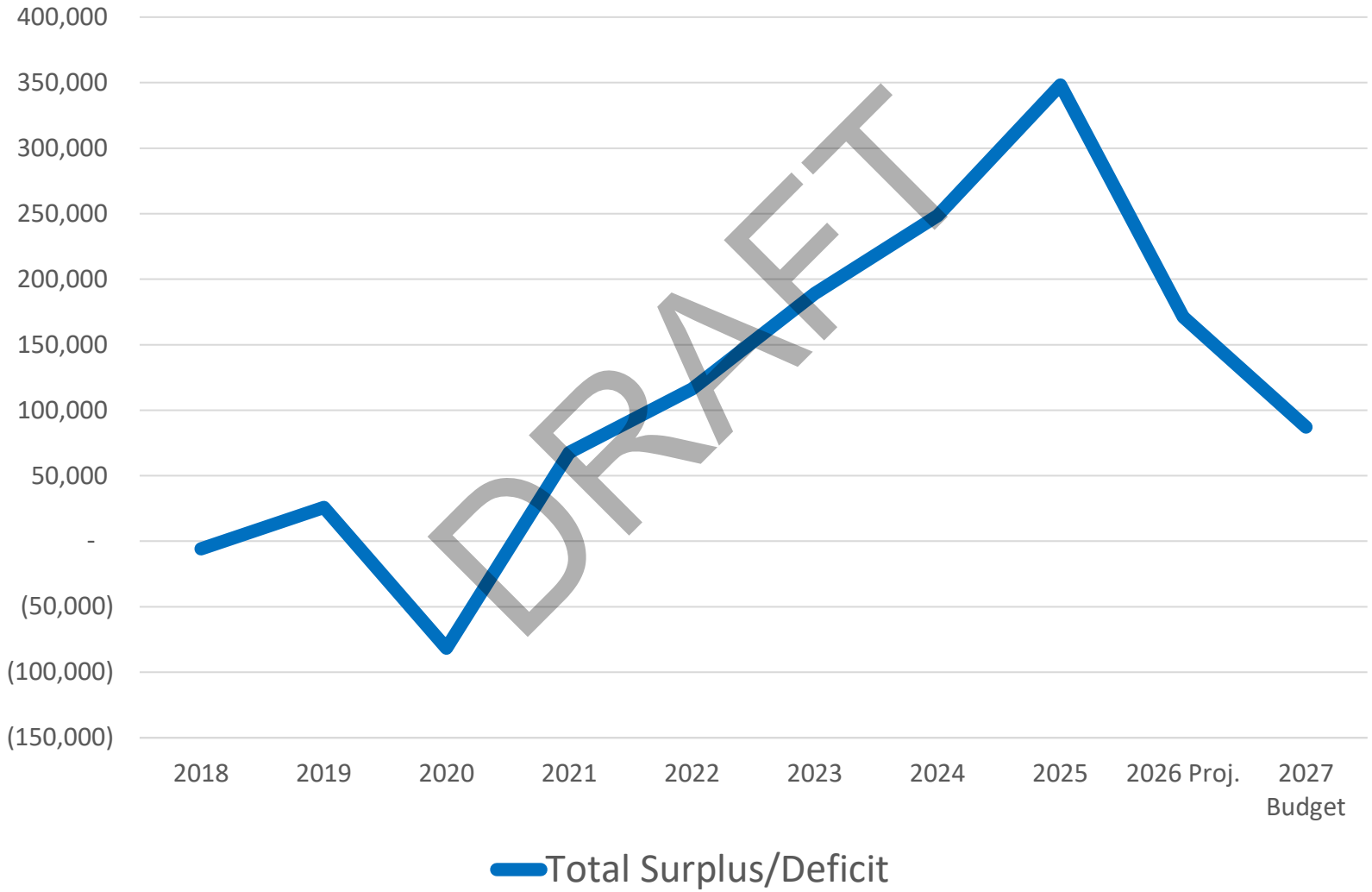
DRAFT

Enterprise Fund Expenditures by Category

	FY26 Estimate	FY27 Projected	% Change
Personnel Services	$913,261	$983,960	7.7%
Operating Expenses	$555,053	$532,916	(4.0%)
Capital Outlay	$107,719	$119,912	11.3%
TOTAL EXPENSES	**$1,576,033**	**$1,551,898**	**(1.5%)**

DRAFT

Enterprise Fund



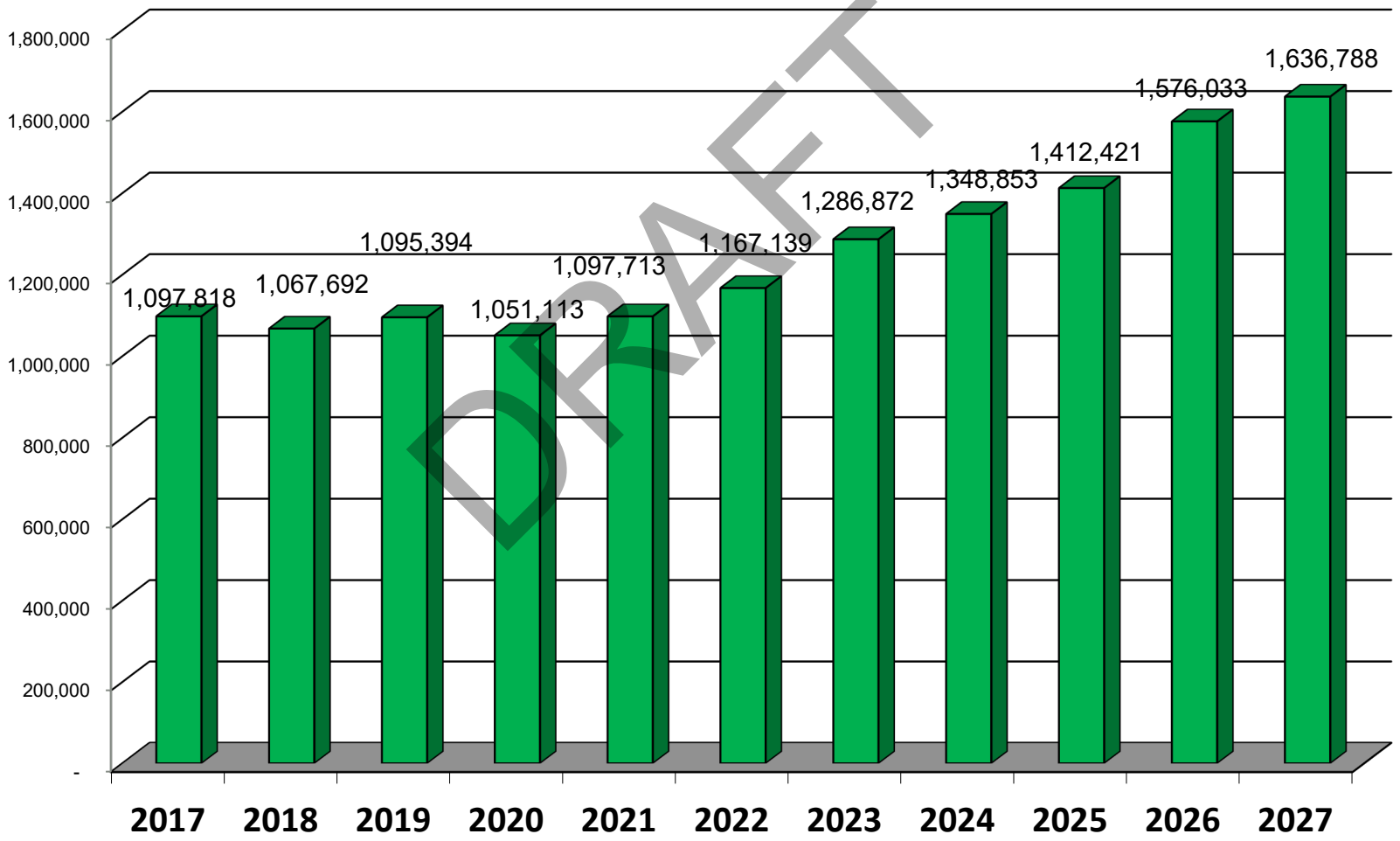
Municipal Enterprise Fund

- Financial health of the MEF Continues to Improve due to:
  - Golf Course continues to see higher usage
  - Recent rate increases

- Projected Fund Balance for FY27: $862,836
  - No Need for transfers from General Fund
  - $119,912 capital improvements in FY27

DRAFT

Enterprise Fund 10 Year Operating Expenditure Trend



DRAFT

Enterprise Fund Capital Outlay

- Ice Alarm System Replacement ($15,000)
- Golf Cart Lease ($63,800)
- Golf Maint. Utility Vehicle ($13,000)
- Golf Maint. Walk Behind Mower ($9,000)
- Golf Locker Room Rubber Floor ($10,000)
- Misc Capital ($9,112)

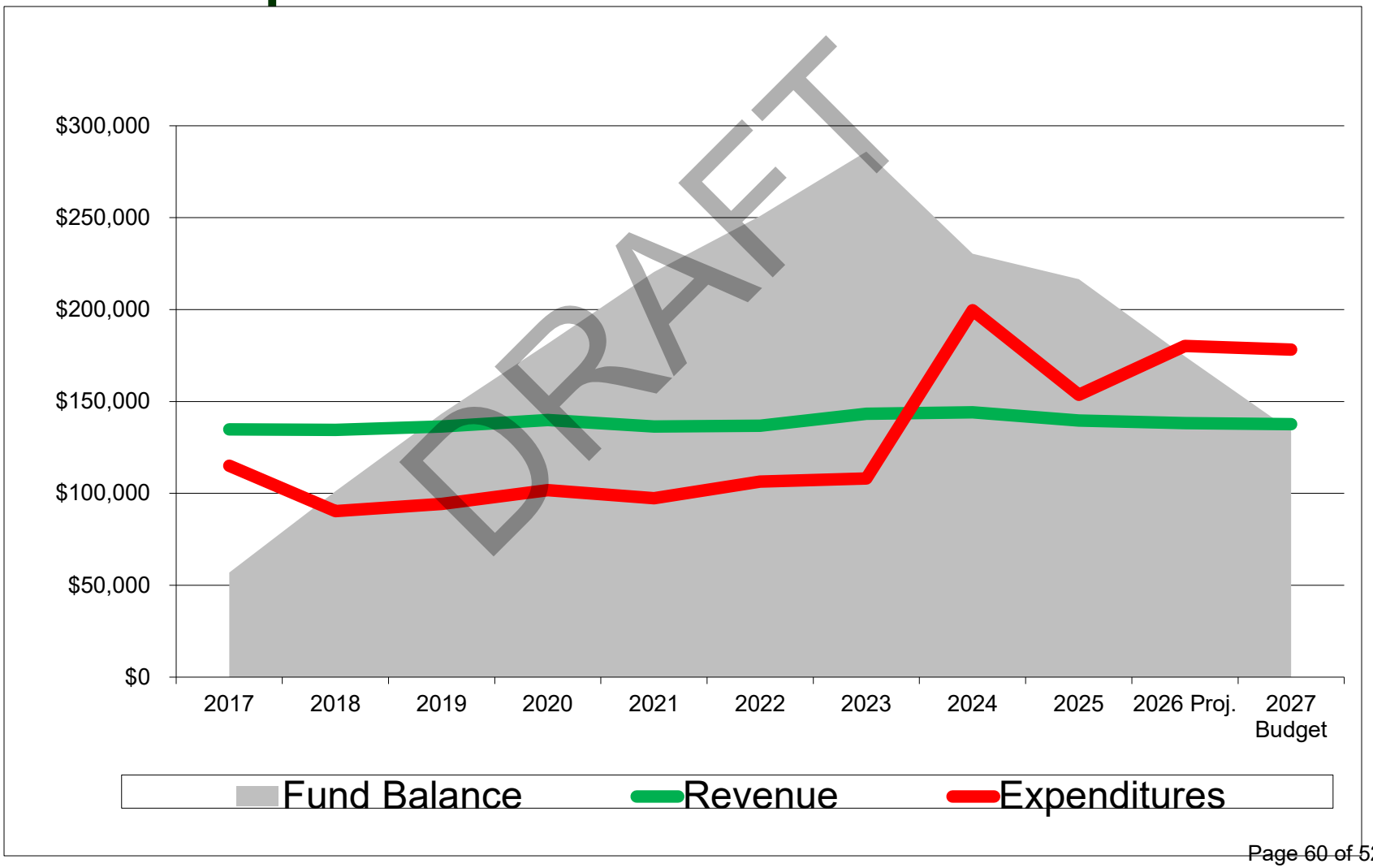
DRAFT

Sewer Lateral Fund

- As of October 1, 2023, provides reimbursement of 70% ($7,500 cap) for sewer lateral replacement
- Funded by $28 annual fee on property tax bill
- FY27 estimated operating revenues $137,700; expenditures $181,170

DRAFT

Sewer Lateral Revenues, Expenses & Fund Balance



Questions & Answers

DRAFT

REGULAR MEETING
MINUTES
CITY OF CREVE COEUR
CITY COUNCIL
300 NORTH NEW BALLAS RD
APRIL 27, 2026
7:30 PM

CALL TO ORDER

A regular meeting of the City Council of the City of Creve Coeur was called to order by Council President Mark Manlin at the City Council Chamber, 300 North New Ballas Rd, City of Creve Coeur Government Center, Creve Coeur, MO 63141 on Monday, April 27, 2026, at 7:30 PM.

PLEDGE OF ALLEGIANCE

Council President Manlin led the Pledge of Allegiance.

ROLL CALL

Council Member, Ward 1 Mark Manlin
Council Member, Ward 1 Donna Spence — via Zoom
Council Member, Ward 2 Nicole Greer
Council Member, Ward 2 Kimberly Norwood
Council Member, Ward 3 Drew Newman
Council Member, Ward 4 Mara Berry — via Zoom
Council Member, Ward 4 Scott Saunders

Mayor Robert Hoffman and Council Member, Ward 3 David Hoffman were absent.

Council Member, Ward 1 Donna Spence joined the meeting via Zoom at 7:34 p.m.

Staff Present: City Administrator Kris Simpson, Assistant City Administrator Sharon Stott, City Attorney Carl Lumley, Director of Finance Lori Obermoeller, Finance Manager Tracy Brothers, Interim Director of Public Works Jim Heines, Assistant Director of Public Works Dione Garson, Chief of Police Jeffrey Hartman, Public Information Officer and Management Analyst Melissa Bradford, and City Clerk Kellie Henke.

COMMENTS FROM THE GENERAL PUBLIC

Andrew Meyer, participating via Zoom, inquired about the status of Graeser Station. Council Member Manlin responded that additional information is available on the City's website and noted that the public hearing and first reading have already occurred, with the second reading scheduled for May 11, 2026. Mr. Meyer expressed support for development at the site. (These comments were made after Acceptance of Election Results, as it was overlooked that Mr. Meyer had raised his hand on Zoom).

ACCEPTANCE OF THE AGENDA

DRAFT

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
SECONDER: Manlin
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

ANNOUNCEMENTS

The City Council meets the 2nd and 4th Monday of each month
6:00 p.m. - 7:00 p.m. - Work Session
7:00 p.m. - Regular Meeting of the City Council

ACCEPTANCE OF ELECTION RESULTS

1. **Acceptance of the April 7, 2026, General Municipal Election Results.**

To approve the acceptance of the election results from the April 7, 2026, General Municipal Election as follows:

Council Member Donna Spence, Ward 1
Council Member Kim Norwood, Ward 2
Council Member Drew Newman, Ward 3
Council Member Saunders, Ward 4

RESULT: APPROVED (UNANIMOUS)
MOVER: Greer
SECONDER: Saunders
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

After their Oath of Office, the re-elected officials took their places at the dais.

CONSENT AGENDA

2. **Approval of April 13, 2026, Regular Meeting Minutes**

DRAFT

RESULT: APPROVED (UNANIMOUS) **MOVER:** Saunders **SECONDER:** Greer **AYES:** Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

BILLS PAYABLE REPORT

For Information Only: Invoices Paid Listing 04/09/26 - 04/22/26

UNFINISHED BUSINESS

3. **Bill No. 6215 — An Ordinance of the City Council of the City of Creve Coeur, Missouri, revising Chapter 210, Offenses, of the Municipal Code of Ordinances. Final Reading and Passage.**

City Clerk read Bill No. 6215 for the final time.

RESULT: APPROVED (UNANIMOUS) **MOVER:** Saunders **SECONDER:** Newman **AYES:** Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried. Bill No. 6215 becomes Ordinance No. 5986.

NEW BUSINESS

4. **Bill No. 6216 — An Ordinance of the City Council of the City of Creve Coeur, Missouri, authorizing the transfer of right-of-way at and adjacent to the northern intersection of North New Ballas Road and Olive Boulevard to the Missouri Highway and Transportation Commission. First Reading.**

City Clerk read Bill No. 6216 for the first time.

Interim Director of Public Works Jim Heines reported that the Missouri Department of Transportation (MoDOT) is responsible for sidewalk maintenance along Olive Boulevard. Staff recommended transferring this portion of right-of-way to MoDOT in perpetuity for consistency and efficiency, noting that the City has no use for the easement.

DRAFT

5. **Resolution No. 1862 — A Resolution of the City Council of the City of Creve Coeur, Missouri, authorizing the execution of a contract with Archimages for design services related to a new government center for the amount of $59,500.00.**

City Clerk read Resolution No. 1862.

Interim Public Works Director Jim Heines presented an overview of the contract, noting the firm would serve as Owner's Architect in coordination with Navigate Building Solutions and the City's project team. He added that Archimages was the architect for the Police Building and prior planning regarding the Government Center.

Council Member Manlin confirmed with Mr. Heines that the drawings are conceptual. He also inquired whether a decision had been made to place the item on the November ballot. City Administrator Kris Simpson stated that the decision rests with the City Council and would require adoption of an ordinance. He noted that staff is targeting August to present the ordinance and, in the interim, would continue discussions regarding the facility design and associated costs.

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
SECONDER: Spence
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

6. **Resolution No. 1863 — A Resolution of the City Council of the City of Creve Coeur, Missouri, authorizing the execution of a contract with Navigate Building Solutions LLC for pre-referendum and cost estimating services related to a new government center for the amount of $30,846.00.**

City Clerk read Resolution No. 1863.

Interim Public Works Director Jim Heines presented an overview of the contract, noting the firm would serve as Owner's Representative in coordination with Archimages and the City's project team. He added that Navigate was the Owners Representative for the Police Building. Responsibilities include developing conceptual designs, refining the budget, preparing a total program budget, establishing schedules, and supporting community engagement.

DRAFT

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
SECONDER: Greer
AYES: Manlin, Spence, Greer, Norwood, Drew Newman, Mara Berry, Scott Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

7. **Resolution No. 1864 — A Resolution determining the intent of the City of Creve Coeur, Missouri, to reimburse itself for certain capital expenditures regarding the anticipated government center project.**

City Clerk read Resolution No. 1864.

City Administrator Kris Simpson stated that the resolution authorizes the City to reimburse itself for pre-bond project costs currently funded through the CIP budget, contingent upon voter approval and bond issuance. If approved, those funds would be restored through bond proceeds. Without this action, reimbursement would not be legally permitted, thereby reducing available CIP funds for other projects.

In response to a question from Council Member Berry, Mr. Simpson stated that if the bond were not approved, the work product could still be utilized in the future.

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
SECONDER: Greer
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

8. **Resolution No. 1865 — A Resolution of the City Council of the City of Creve Coeur, Missouri, authorizing the approval of a Change Order #1 with the Greenwood Group for irrigation repairs at the Olive/I-270 interchange for an estimated amount of $16,695.00.**

City Clerk read Resolution No. 1865.

Interim Public Works Director Jim Heines presented an overview of the change order, noting it was necessitated by multiple to the irrigation system.

DRAFT

In response to a question from Council Member Berry, Mr. Heines confirmed the repairs are limited to the bridge area and do not include the medians.

In response to a question from Council Member Manlin, Mr. Heines stated that the irrigation system is over 20 years old and may need to be evaluated for replacement in the future.

In response to a question from Council Member Spence, Mr. Heines stated that this represents the first major irrigation repair of this scale. He noted that staff typically addresses minor issues internally, but due to the scope of work required, staff does not have the capacity to complete this project.

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
SECONDER: Greer
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

9. **Resolution No. 1866 — A Resolution of the City Council of Creve Coeur, Missouri authorizing a cost-share agreement with Missouri American Water to relocate a waterline for the City's Beaver Drive Crossing stormwater project for the estimated amount of $49,011.00.**

City Clerk read Resolution No. 1866.

Assistant Director of Public Works Dione Garson provided an overview of the agreement (see Exhibit A), noting that due to the deteriorated condition of the waterline, both Missouri American Water (MAW) and the City share an interest in its replacement. She explained that replacing the line would reduce MAW's exposure to risks and costs associated with unexpected breaks, while also minimizing the City's risk of emergency replacement expenses and construction delays. MAW plans to begin the waterline replacement project in June 2026, and the City anticipates starting construction of the stormwater project in late summer to early fall 2026.

In response to a question from Council Member Manlin, City Attorney Carl Lumley stated that the amount is an estimated not-to-exceed figure, and the contract includes a provision allowing the City to pay less. If costs exceed the estimate, the City would be responsible for half of the total cost. Ms. Garson clarified that, under the agreement, the City would pay 50% of the costs associated only with the segment of pipe located near the culvert.

DRAFT

Council Member Spence commented that the approach taken by Public Works reflects a cost-saving use of resources. Council Member Berry commended Ms. Garson for clearly outlining the advantages and disadvantages of relocating the waterline.

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
SECONDER: Greer
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

10. **Resolution No. 1867 — A Resolution of the City Council of the City of Creve Coeur, Missouri, authorizing the City of Creve Coeur to purchase one 2026 Ford Explorer 4WD vehicle from Sam Scism Motors, Inc., for the total amount of $39,284.11 pursuant to the current Missouri statewide contract.**

City Clerk read Resolution No. 1867.

Chief of Police Jeffrey Hartman provided an overview of the recommended purchase through a Missouri statewide contract, noting that delivery is expected to be immediate. He added that there are multiple vendors on the contract, and these vehicles are typically purchased directly off the lot.

RESULT: APPROVED (UNANIMOUS)
MOVER: Saunders
SECONDER: Greer
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

APPOINTMENTS

11. **Election of City Council President**

Nomination of Council Member Scott Saunders to be City Council President.

RESULT: APPROVED (UNANIMOUS)
MOVER: Newman
SECONDER: Norwood
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

DRAFT

The vote on the motion being 7 ayes and 0 nays, motion carried.

Council Member Saunders began presiding over the meeting.

12. Council Liaison Appointments for 2026–2027 City Committees

Mayor Hoffman made the following appointments as Council liaisons to City Committees:

- Audit Committee (effective July 1, 2026) – Council Member Newman
- Arts Committee – Council Member Norwood
- Economic Development Committee – Council Member Saunders
- Energy and Environment Committee – Council Member Spence
- Finance Committee – Council Member Greer
- Horticulture, Ecology, and Beautification Committee – Council Member Berry
- Parks and Historic Preservation Committee – Council Member Newman
- Police and Safety Committee – Council Member Hoffman
- Stormwater Committee – Council Member Manlin

City Clerk Kellie Henke noted an error in the memorandum included in the agenda packet and clarified that Council Member Greer was appointed to the Finance Committee.

DRAFT

13. Appointment of Joan Leary as Director of Finance

City Administrator Kris Simpson presented staff's recommendation to appoint Joan Leary as Director of Finance.

RESULT: APPROVED (UNANIMOUS)
MOVER: Berry
SECONDER: Manlin
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

BUSINESS FROM MAYOR AND CITY COUNCIL

14. *Council Liaison Reports*

Council Member Spence stated that two representatives from Green City met with the Energy and Environment Committee and noted they will be a significant resource.

Council Member Berry reported on the recent Arbor Day celebration, noting it had a strong turnout and was a successful event.

Council Member Newman stated that the Saul Mirowitz Jewish Community School held its annual gala and honored the Police Department with the Community Service Award. He congratulated Chief Hartman and the members of the Police Department for their efforts in helping to keep the school safe.

Council Member Spence also noted the passing of city resident Ray Hartmann and Council Member Greer shared that services will be held on Wednesday, April 29, 2026, at Temple Israel at 12:00 p.m.

BUSINESS FROM CITY ADMINISTRATOR

15. Solar Group-Buy Program Municipal Partnership

Public Information Officer and Management Analyst Melissa Bradford presented the Energy and Environment Committee's recommendation to participate in a solar group-buy program. She noted the program offers residents an estimated 15–20% savings on installation costs, with no cost to the City, which will assist with outreach. The program is expected to open in late May, with participation decisions in November and installations by the following summer. Ms. Bradford added that participation supports the Climate Action Plan and the Creve Coeur Comprehensive Plan 2030.

In response to a question from Council Member Saunders, Ms. Bradford stated that this is the first year the program is being offered in the St. Louis area by the organization, though it has been implemented in other cities. She noted that the Midwest Renewable Energy Association (MREA) has partnered with the organization for several years.

In response to a question from Council Member Berry, Ms. Bradford stated that the estimated installation cost savings apply to residential properties only. Council Member Berry also asked whether the organization could host an informational table at the Plein Air Art Festival or the summer concert series to help educate the community. Ms. Bradford responded that the Missouri Botanical Garden and MREA have offered to attend City events and provide informational tables.

DRAFT

RESULT: APPROVED (UNANIMOUS)
MOVER: Berry
SECONDER: Manlin
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

16. Third Quarter Financial Report as of March 31, 2026

Director of Finance Lori Obermoeller reviewed the third quarter financial analysis, outlining revenues and expenditures for the General, Municipal Enterprise, Capital, Parks and Stormwater, Sewer Lateral, and Public Safety Sales Tax Funds. She noted an error in FY26 projected revenues due to an incorrect formula, which overstated sales tax revenues. As a result, the anticipated year-end deficit is expected to exceed the budgeted amount, including approximately $160,000 carried over from a prior-year calculation related to recreational marijuana sales tax.

In response to a question from Council Member Greer, City Attorney Carl Lumley stated that the Missouri Municipal League has provided information on the potential impacts of the recent property tax freeze and indicated that the effect on the City was not significant this year.

17. Draft Development Incentives Policy

City Administrator Kris Simpson presented the draft development incentive policy, outlining the City's process for reviewing incentive requests, including the program's purpose, scope, economic development objectives, and general policies governing their use. The policy also establishes a pre-application process requiring a worksheet to collect key project information and a funding agreement to reimburse the City for review costs. He noted the policy is intended to provide a consistent framework for evaluation, define desired outcomes, and ensure proposals demonstrate a clear public benefit and need.

Mr. Simpson added that Andy Struckhoff of PGAV Planners was available via Zoom to answer questions, and that Council feedback would be incorporated into a revised document for future consideration by resolution.

In response to a question from Council Member Saunders, Mr. Simpson stated that land use applications would be considered on a separate track and that incentives would continue to be considered on a case-by-case basis.

DRAFT

Council Member Spence noted that the Comprehensive Plan, adopted in 2017, should be updated to reflect changes in development patterns, economic conditions, infrastructure needs, and community priorities that have occurred since its adoption. She suggested reconsideration of text in the policy regarding consistency with the Comprehensive Plan.

ADJOURNMENT

RESULT: APPROVED (UNANIMOUS)
MOVER: Newman
SECONDER: Manlin
AYES: Manlin, Spence, Greer, Norwood, Newman, Berry, Saunders

The vote on the motion being 7 ayes and 0 nays, motion carried.

The meeting adjourned at 8:37 p.m.

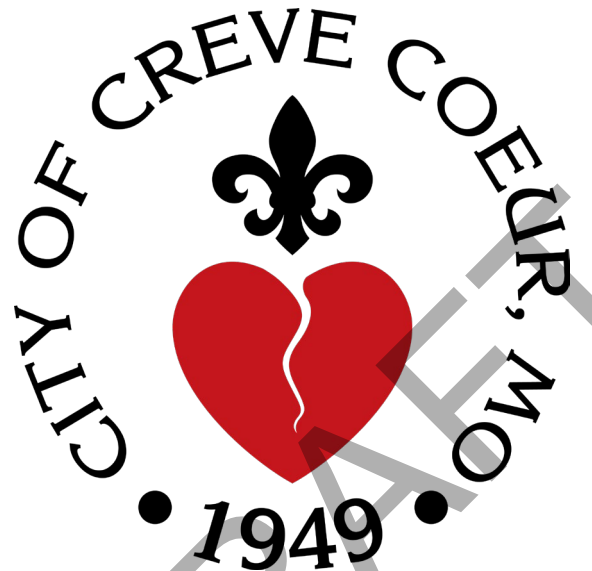
Submitted by:

Kellie Henke
City Clerk

Dr. Robert Hoffman
Mayor

DRAFT

Exhibit A



DRAFT

Beaver Drive Crossing Stormwater Project

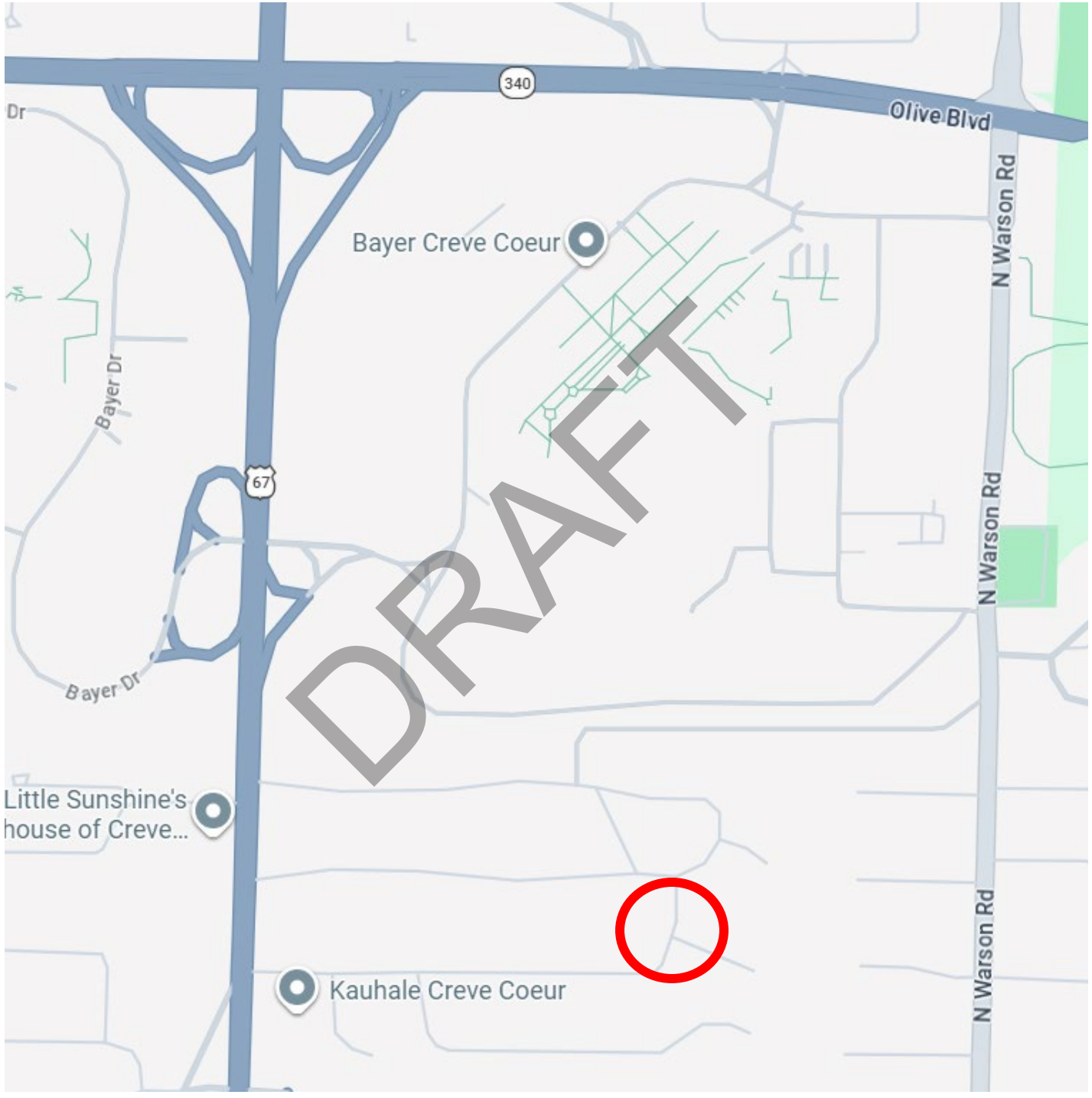
April 2026

Requesting Approval of a Cost-Share Agreement

- City staff is requesting City Council approve a cost-share agreement with Missouri American Water to relocate an existing waterline

- The relocation is associated with the City's Beaver Drive Crossing Stormwater Project

DRAFT


340
Olive Blvd
Dr
Bayer Creve Coeur
N Warson Rd
Bayer Dr
67
Bayer Dr
DRAFT
Little Sunshine's
house of Creve...
Kauhale Creve Coeur
N Warson Rd
N Warson Rd

Identified Stormwater Issues

- Possible public safety risks from a failing corrugated metal culvert with insufficient roadway cover under Beaver Drive Crossing
- Stream bank erosion threatening a habitable structure
- Stream bank erosion threatening a roadway
- Roadway flooding
- Structural and yard flooding
- Failing of existing gabion wall bank stabilization

DRAFT

Planning Basis

FY2026-2028 Strategic Plan

Strategy 2.3 Mitigate stormwater issues on the most impacted properties

- Initiative 2.3.1 Implement top-priority stormwater projects per the Watershed Management Plan

2030 Comprehensive Plan

Creve Coeur Goal 7 – Community Sustainability, Health, and Resilience

- Strategy 7.7 Address high-priority stormwater and erosion problems related to public infrastructure, proactively mitigate stormwater runoff, and improve water quality using stormwater and green infrastructure best management practices.

DRAFT

Utility Locate

- Standard engineering practices were followed in the preliminary engineering phase to identify potential utility conflicts
- The utility locate, survey, and Missouri American Water (MAW) utility maps all showed that the existing waterline was beyond project limits
- During permitting, MAW notified said that the line was mismarked on the MAW map and during utility located
- The existing MAW waterline is with a MAW easement
- The City is responsible for relocation costs

DRAFT

Estimated Costs

- August 2025, MAW estimates for relocation = $290,000
- Estimated project costs = $742,000
- With relocating the MAW line, total estimated costs = $1,032,000
- City staff requested that the design engineer explore design alternatives that would not require MAW relocation

DRAFT

Redesign

- Proposed redesign achieved a five-foot clearance
- MAW requires a ten-foot clearance
- While requesting a variance, the MAW broke
- Once a pipe breaks, it is likely to break again

DRAFT

Risks to the City of Not Relocating the Pipe

- Existing waterline lacks adequate cover
- The existing waterline was nearing the end of its useful life
  - More brittle
  - Ground settling can compromise the pipe's structural integrity
- Breaking the line during construction would require an emergency repair, which would be much more costly than the cost estimates MAW provided for a scheduled repair
- Delay construction, which can incur additional costs
- Create unexpected and perhaps lengthy irruptions in residents' water service
- Increase the length of time that the roadway would be partially or completely closed to traffic

DRAFT

Risks to MAW of the City Not Relocating

- MAW has now paid once for an emergency repair
- Future emergency repairs are likely
- City staff asked if MAW would consider a cost-share agreement that would reduce risks for both the City and MAW

DRAFT

Revised Costs and Benefits

- With the cost-share agreement, the City would pay about $49,000
- MAW will relay about 850 linear feet of pipe
- New lines benefits residents:
  - Lower risks of future unexpected breaks and service disruptions
  - Combined construction activities and disturbances into one general timeframe

DRAFT

Schedule

- MAW plans to being relaying the line in June 2026

- The City plans to start construction late summer/early fall 2026

DRAFT

MEMORANDUM

DATE: May 06, 2026

TO: Kris Simpson, City Administrator

FROM: Lori Obermoeller, Director of Finance

SUBJECT: Invoices Paid Listing

For your information and transmittal to the City Council, attached is a list of paid invoices from April 23, 2026 through May 6, 2026 in the amount of $861,592.51.

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
Fund: 01 - GENERAL FUND						
ST LOUIS COUNTY CIRCUIT CLERK	INV0002774	04/23/2026	GARNISHMENT	01-2111	69490	33.63
WEDNESDAY WESTERFIELD	134	04/24/2026	BL 134 REFUND MASSAGE T	01-4402	69491	150.00
PAYROLL MS CONTRIBUTION	INV0002775	04/24/2026	ICMA ROTH IRA %	01-2319	DFT0012541	251.50
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ER PENSION 7%	01-2312	DFT0012542	586.38
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ICMA ROTH 457 %	01-2318	DFT0012542	6,176.55
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ICMA ROTH 457 $	01-2318	DFT0012542	2,447.31
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	MS ROTH IRA CATCHUP$	01-2318	DFT0012542	50.00
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ICMA ROTH IRA $	01-2319	DFT0012542	502.70
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ICMA 457 $	01-2322	DFT0012542	9,597.01
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ICMA 457 %	01-2322	DFT0012542	3,210.00
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ICMA 457 $	01-2322	DFT0012542	115.39
PAYROLL MS CONTRIBUTION	INV0002776	04/24/2026	ICMA LOAN PAYMENT	01-2324	DFT0012542	184.63
MOST MISSOURIS 529 SAVINGS PLAN	INV0002777	04/24/2026	MOST 529 COLLEGE SAVINGS	01-2323	DFT0012543	525.00
VOYA	INV0002778	04/24/2026	VOYA 457 %	01-2321	DFT0012544	135.72
VOYA	INV0002778	04/24/2026	VOYA 457$	01-2321	DFT0012544	310.00
VOYA	INV0002778	04/24/2026	VOYA 457 %	01-2321	DFT0012544	504.22
DEPARTMENT OF TREASURY	INV0002779	04/24/2026	SOCIAL SECURITY	01-2102	DFT0012545	45,663.38
DEPARTMENT OF TREASURY	INV0002779	04/24/2026	MEDICARE	01-2103	DFT0012545	10,679.28
DEPARTMENT OF TREASURY	INV0002779	04/24/2026	FEDERAL WITHHOLDING	01-2104	DFT0012545	36,413.48
PAYROLL MISSOURI WITHHOLDING TAXES	INV0002780	04/24/2026	STATE WITHHOLDING	01-2105	DFT0012546	12,863.00
PAYROLL MS CONTRIBUTION	INV0002781	04/24/2026	ICMA ROTH 457 $	01-2318	DFT0012547	2,508.81
DEPARTMENT OF TREASURY	INV0002782	04/24/2026	SOCIAL SECURITY	01-2102	DFT0012549	5,442.28
DEPARTMENT OF TREASURY	INV0002782	04/24/2026	MEDICARE	01-2103	DFT0012549	1,272.78
DEPARTMENT OF TREASURY	INV0002782	04/24/2026	FEDERAL WITHHOLDING	01-2104	DFT0012549	3,926.60
PAYROLL MISSOURI WITHHOLDING TAXES	INV0002783	04/24/2026	STATE WITHHOLDING	01-2105	DFT0012550	1,526.00
STEVE REES	20004468	04/28/2026	BL 20004468 REFUND OCCU	01-4426	69507	65.00
LAGERS	9103-APR 26	04/30/2026	LAGERS PAYMENT APR 26	01-2317	DFT0012580	144,670.81
DEPARTMENT OF TREASURY	INV0002784	04/30/2026	SOCIAL SECURITY	01-2102	DFT0012563	640.98
DEPARTMENT OF TREASURY	INV0002784	04/30/2026	MEDICARE	01-2103	DFT0012563	149.90
PAYROLL MISSOURI WITHHOLDING TAXES	INV0002785	04/30/2026	STATE WITHHOLDING	01-2105	DFT0012564	1.00
ST LOUIS AREA HEALTH INSURANCE TRUST MEDICAL	0526	05/05/2026	GROUP HEALTH MAY 26	01-2211	3422	126,090.51

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
ST LOUIS AREA HEALTH INSURANCE TRUST MEDICAL	0526	05/05/2026	GROUP HEALTH MAY 26	01-2225	3422	4,302.26
FIDELITY SECURITY LIFE INSURANCE COMPANY	167316430	05/05/2026	RETIREES VISION INS MAY 26	01-2224	3402	24.15
FIDELITY SECURITY LIFE INSURANCE COMPANY	167324334	05/05/2026	VISION MAY 26	01-2218	3403	949.67
JILL WEISSGERBER	20003027	05/05/2026	20003027 REFUND SOLICITO	01-4402	69514	25.00
AMERICAN UNITED LIFE INSURANCE COMPANY	619325 MAY 26	05/05/2026	VOL AD&D MAY 26	01-2216	3393	62.60
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	VOL AD & D	01-2216	3392	106.37
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	VOL LIFE	01-2216	3392	1,682.92
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	SHORT TERM DIS	01-2222	3392	626.43
						424,473.25
						424,473.25

Department: 11 - LEGISLATIVE SERVICES

Division: 12 - MAYOR AND CITY COUNCIL

ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	City Council Dinner 3.9.26	01-11-12-6264	DFT0012504	437.67
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Council Dinner 3.23.26	01-11-12-6264	DFT0012504	200.89
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MAYOR DINNER - C.C. MEETI	01-11-12-6264	DFT0012504	8.10
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	City Council Dinner 3.9.26	01-11-12-6264	DFT0012504	24.96
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	DONUTS FOR COFFEE W/ MA	01-11-12-6264	DFT0012504	47.97
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CCO Awards Dinner & Auctio	01-11-12-6264	DFT0012504	250.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Refund of State Tax - MML L	01-11-12-6265	DFT0012504	-20.26
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Arbor Day Yard Signs	01-11-12-7315	DFT0012504	63.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CRAYONS FOR ARBOR DAY E	01-11-12-7315	DFT0012504	16.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	EDUCATION MATERIAL - STO	01-11-12-7315	DFT0012504	186.50
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Finance Department Lunch	01-11-12-7315	DFT0012504	377.00
JAPAN AMERICA SOCIETY OF ST LOUIS	0001	04/28/2026	SPECIAL EVENTS - ARBOR DA	01-11-12-7315	3378	300.00

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-11-12-5234	3392	43.20
					Division 12 - MAYOR AND CITY COUNCIL Total:	**1,936.02**
Division: 13 - CITY CLERK						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	City Clerk - Training Supplies	01-11-13-6261	DFT0012504	7.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	City Clerk - Training - Henke	01-11-13-6261	DFT0012504	100.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNIFORM ITEMS FOR CITY H	01-11-13-7304	DFT0012504	42.62
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-11-13-5234	3392	27.48
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-11-13-5235	3392	2.40
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-11-13-5236	3392	20.04
					Division 13 - CITY CLERK Total:	**200.53**
					Department 11 - LEGISLATIVE SERVICES Total:	**2,136.55**
Department: 12 - ADMINISTRATION						
Division: 11 - ADMINISTRATIVE						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Pre-employment credit chec	01-12-11-6202	DFT0012504	72.89
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Facebook ad - Heart to Heart	01-12-11-6260	DFT0012504	2.61
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Business e-newsletter subscr	01-12-11-6262	DFT0012504	81.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Business e-newsletter subscr	01-12-11-6262	DFT0012504	81.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	In-Town Mtg w/ Council Pres	01-12-11-6264	DFT0012504	9.37
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	P&Z Meeting - $23.40	01-12-11-6264	DFT0012504	23.40
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Agenda Review - $42.40	01-12-11-6264	DFT0012504	42.40
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	PSHRA Membership ACA - $1	01-12-11-6265	DFT0012504	175.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNIFORM ITEMS FOR CITY H	01-12-11-7308	DFT0012504	142.31
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNIFORM ORDER FOR CITY	01-12-11-7308	DFT0012504	75.98
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES ADMIN 03/21/	01-12-11-6253	69509	54.62
MERCY CORPORATE HEALTH	795091	05/05/2026	PRE-EMPLOYMENT SCREENI	01-12-11-6271	69515	100.00
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-12-11-5234	3392	126.63

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number		Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-12-11-5235	3392		11.08
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-12-11-5236	3392		62.00
SHARON STOTT	MCMA SPRING CONF APR 26	05/05/2026	REIMBURSEMENT REQUEST -	01-12-11-6265	3421		250.13
KRIS SIMPSON	MCMA SPRING CONF APR 26	05/05/2026	REIMBURSEMENT REQUEST -	01-12-11-6265	3408		250.13
						Division 11 - ADMINISTRATIVE Total:	**1,560.55**
Division: 14 - MUNICIPAL COURT							
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	2026 MACA MEMBERSHIP CL	01-12-14-6262	DFT0012504		75.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	2026 MACA MEMBERSHIP CL	01-12-14-6262	DFT0012504		75.00
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES COURT 03/21/	01-12-14-6253	69509		24.75
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-12-14-5234	3392		44.75
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-12-14-5235	3392		3.92
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-12-14-5236	3392		38.27
MARY LEIGHTON BRUNTRAGER	JUDGE - 04/08, 04/09	05/05/2026	PROVISIONAL JUDGE 04/08	01-12-14-6201	3413		500.00
MARY LEIGHTON BRUNTRAGER	JUDGE-03/11, 03/12, 03/29	05/05/2026	PROVISIONAL JUDGE 03/11	01-12-14-6201	3413		750.00
						Division 14 - MUNICIPAL COURT Total:	**1,511.69**
						Department 12 - ADMINISTRATION Total:	**3,072.24**
Department: 13 - FINANCE							
Division: 11 - ADMINISTRATIVE							
PAYROLL MISSOURI WITHHOLDING TAXES	INV0002780	04/24/2026	STATE WITHHOLDING	01-13-11-6202	DFT0012546		0.50
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CREDIT GFOA CONF REGISTR	01-13-11-6265	DFT0012504		-175.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	GFOA CONFERENCE REGISTR	01-13-11-6265	DFT0012504		175.00
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES FIN 03/21/26 -	01-13-11-6253	69509		24.75
PAYROLL MISSOURI WITHHOLDING TAXES	INV0002785	04/30/2026	STATE WITHHOLDING	01-13-11-6202	DFT0012564		0.50
LORI OBERMOELLER	BREAD CO 05/04/26	05/05/2026	JOAN'S 1ST DAY BAGELS	01-13-11-7304	3411		19.38
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-13-11-5234	3392		109.05
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-13-11-5235	3392		9.54
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-13-11-5236	3392		65.01

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
LORI OBERMOELLER	GFOA APR 26	05/05/2026	REIMBURSEMENT REQUEST -	01-13-11-6265	3411	120.80
					Division 11 - ADMINISTRATIVE Total:	**349.53**
Division: 15 - INTERDEPARTMENTAL						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	EXPANSION WALLET & KEYC	01-13-15-7312	DFT0012504	173.21
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	EMERGENCY BLANKETS	01-13-15-7317	DFT0012504	28.49
QUADIENT INC	62860302	04/28/2026	41614994-1074153 05/17 - 0	01-13-15-6266	3384	50.00
UNITED STATES POSTAL SERVICE	587012 MAY 26	05/01/2026	NEWSLETTER POSTAGE MAY	01-13-15-6269	DFT0012602	1,977.65
MISSOURI DIVISION OF EMPLOYMENT SECURITY	05-18895-0-00 Q1.26	05/05/2026	UNEMPLOYMENT COMP Q1.	01-13-15-5244	69516	1,280.00
ST LOUIS AREA HEALTH INSURANCE TRUST MEDICAL	0526	05/05/2026	GROUP HEALTH MAY 26	01-13-15-5230	3422	18,491.36
ST LOUIS AREA HEALTH INSURANCE TRUST MEDICAL	0526	05/05/2026	GROUP HEALTH MAY 26	01-13-15-5230	3422	-200.00
MARBECK PRINTING LLC	217449	05/05/2026	BUSINESS CARDS - K NORWO	01-13-15-7312	3412	80.00
ODP BUSINESS SOLUTIONS LLC	464738380001	05/05/2026	COLOR AND BLK TONERS AN	01-13-15-7312	3415	908.12
ODP BUSINESS SOLUTIONS LLC	464799456001	05/05/2026	PRINTER CARTRIDGE	01-13-15-7312	3415	237.27
ODP BUSINESS SOLUTIONS LLC	466322236001	05/05/2026	BLK AND COLOR TONERS	01-13-15-7312	3415	1,090.19
					Division 15 - INTERDEPARTMENTAL Total:	**24,116.29**
Division: 51 - MIS OPERATIONS						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	(2) iPhone SE cases (pw)	01-13-51-6213	DFT0012504	19.98
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Apple pencil tips (building)	01-13-51-6213	DFT0012504	4.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	32gb memory upgrade (pd)	01-13-51-6213	DFT0012504	434.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	logitech trackball mouse (bui	01-13-51-6213	DFT0012504	49.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	(2) SD cards for PD trail cams	01-13-51-6213	DFT0012504	36.92
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Zoom subscription	01-13-51-7332	DFT0012504	63.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	ssl wildcard certificate renew	01-13-51-7332	DFT0012504	499.99
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES MIS 03/21/26 -	01-13-51-6253	69509	24.75
CDW LLC	AI9DI6G	04/28/2026	HAVIS DELL DOCK DS-DELL-4	01-13-51-7331	3370	592.36
THE NEWBERRY GROUP INC	BC01338-1	04/28/2026	BARRACUDA BACKUP 1YR IT	01-13-51-6213	3387	1,995.00
THE NEWBERRY GROUP INC	BC01338-1	04/28/2026	I YR BARRACUDA BACKUP 49	01-13-51-6213	3387	4,503.00
THE NEWBERRY GROUP INC	BC01338-1	04/28/2026	BARRACUDA BACKUP - 1yr E	01-13-51-6213	3387	1,653.00
WINNING TECHNOLOGIES IN	35719	05/05/2026	IT PROFESSIONAL SERVICES	01-13-51-6202	3428	800.00

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-13-51-5234	3392	29.76
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-13-51-5235	3392	2.60
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-13-51-5236	3392	21.70
					Division 51 - MIS OPERATIONS Total:	**10,733.02**
					Department 13 - FINANCE Total:	**35,198.84**
Department: 14 - COMMUNITY SERVICES						
Division: 11 - ADMINISTRATIVE						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MPRA Conf. Meal for BS	01-14-11-6265	DFT0012504	12.44
BEGINNERS WORLD TENNIS	130	04/28/2026	APRIL TENNIS LESSONS 2026	01-14-11-6202	3368	1,407.00
MYRLYNN HENLEY	135A	04/28/2026	TAI CHI INSTRUCTION [MM/	01-14-11-6202	3381	582.40
BRIDGET SICKELS	100B	05/05/2026	1/5 OF SESSION ONE WITH C	01-14-11-6202	3395	52.50
DOUGLAS VENTURES LLC	605221224-054	05/05/2026	PARK CLEANING MAY	01-14-11-6203	3399	474.24
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-14-11-5234	3392	26.48
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-14-11-5235	3392	2.31
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-14-11-5236	3392	12.24
					Division 11 - ADMINISTRATIVE Total:	**2,569.61**
					Department 14 - COMMUNITY SERVICES Total:	**2,569.61**
Department: 16 - MUNICIPAL FACILITIES MAINTENANCE						
Division: 11 - ADMINISTRATIVE						
MISSOURI AMERICAN WATER CO	1017 - 210013915103 04/01	04/23/2026	300 N NEW BALLAS RD DOM	01-16-11-6254	DFT0012533	335.52
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	TOILET SUPPLIES - G.C.	01-16-11-6212	DFT0012504	25.56
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LODGE SUPPLIES FOR CITY H	01-16-11-7304	DFT0012504	127.74
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LENS CLEANING WIPES FOR	01-16-11-7304	DFT0012504	11.47
SPIRE	5003001000 04/15/26	04/27/2026	300 N NEW BALLAS CITY HAL	01-16-11-6252	DFT0012553	382.60
ALL TYPE VACUUM & JANITORIAL SUPPLY	113857	04/28/2026	SUPPLIES - TISSUE, LINERS, T	01-16-11-6212	69492	1,117.46
UNIFIRST CORPORATION	1880247158	04/28/2026	MAINTENANCE UNIFORMS	01-16-11-7308	3389	12.12
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES BLDG MAINT 0	01-16-11-6253	69509	24.75
WALTER KNOLL FLORIST	INV29605	04/28/2026	PLANT MAINTENANCE MAY	01-16-11-6212	69512	80.00
JOSHUA A DORSEY	000076	05/05/2026	CLEANING CONTRACT - GC 2	01-16-11-6212	3406	2,000.00
ST LOUIS COUNTY TREASURE	002929-07-26	05/05/2026	INSPECT THREE BOILERS AT	01-16-11-6211	69519	177.00
UNIFIRST CORPORATION	1880248434	05/05/2026	MAINTENANCE UNIFORMS	01-16-11-7308	3425	12.12

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-16-11-5234	3392	20.78
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-16-11-5235	3392	1.82
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-16-11-5236	3392	15.15
					Division 11 - ADMINISTRATIVE Total:	**4,344.09**
					Department 16 - MUNICIPAL FACILITIES MAINTENANCE Total:	**4,344.09**
Department: 21 - POLICE						
Division: 11 - ADMINISTRATIVE						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	GROOMING FOR COMM EN	01-21-11-6203	DFT0012504	122.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	SUNSTRIP TINTING FOR CAR	01-21-11-6210	DFT0012504	75.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	DODGE GATEWAY SOFTWAR	01-21-11-6213	DFT0012504	60.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	PACKTRACK HANDLER SUBS	01-21-11-6262	DFT0012504	140.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MARCH POST DISPATCH SUB	01-21-11-6262	DFT0012504	16.96
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	INTERN POLICE MEMBERSHI	01-21-11-6262	DFT0012504	150.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CCO Awards Dinner & Auctio	01-21-11-6264	DFT0012504	65.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CCO Awards Dinner & Auctio	01-21-11-6264	DFT0012504	445.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	3 MONTHLY LEO MEETINGS	01-21-11-6264	DFT0012504	45.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MARCH MEETING - ROMAS	01-21-11-6264	DFT0012504	15.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CCO Awards Dinner & Auctio	01-21-11-6264	DFT0012504	65.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	ADVIL TYLENOL & NITRIL GL	01-21-11-6271	DFT0012504	243.74
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	KLEENEX	01-21-11-6271	DFT0012504	22.47
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	KEYBOARD CLEANING SWAB	01-21-11-7302	DFT0012504	17.36
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	ITEMS FOR COMM ENGAGE	01-21-11-7304	DFT0012504	11.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	ITEMS FOR COMM ENGAGE	01-21-11-7304	DFT0012504	56.27
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	ITEMS FOR COMM ENGAGE	01-21-11-7304	DFT0012504	136.25
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	REFUND FOR HERM SPRANG	01-21-11-7304	DFT0012504	-57.49

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	TRAVEL PET KENNEL	01-21-11-7304	DFT0012504	172.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	ITEMS FOR COMM ENGAGE	01-21-11-7304	DFT0012504	262.96
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	SNACKS FOR BUDGETING ME	01-21-11-7306	DFT0012504	69.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNIFORM ITEMS FOR PD AD	01-21-11-7308	DFT0012504	265.82
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNIFORM ORDER FOR PD AD	01-21-11-7308	DFT0012504	53.49
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	PRISONER MEALS	01-21-11-7309	DFT0012504	30.24
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEALS FOR PRISONERS	01-21-11-7309	DFT0012504	65.10
UNIFIRST CORPORATION	1880247158	04/28/2026	MAINTENANCE UNIFORMS	01-21-11-7308	3389	12.12
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES POLICE 03/21/	01-21-11-6253	69509	54.50
T-MOBILE USA	972253619 04/21/26	04/28/2026	PD PHONES AND TABLETS PD	01-21-11-6253	69508	461.44
UNIFIRST CORPORATION	1880248434	05/05/2026	MAINTENANCE UNIFORMS	01-21-11-7308	3425	12.12
LEON UNIFORM CO INC	673784	05/05/2026	ADMIN UNIFORM PURCHAS	01-21-11-7308	3410	50.99
LEON UNIFORM CO INC	673785	05/05/2026	ADMIN UNIFORM PURCHAS	01-21-11-7308	3410	50.99
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-21-11-5234	3392	304.01
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-21-11-5235	3392	26.60
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-21-11-5236	3392	206.48
					Division 11 - ADMINISTRATIVE Total:	**3,729.39**
Division: 21 - INVESTIGATION						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	BACKGROUND POLYGRAPH N	01-21-21-6203	DFT0012504	300.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	APPLICANT BACKGROUND N	01-21-21-6203	DFT0012504	700.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	RETURNED PORTABLE CHAR	01-21-21-7302	DFT0012504	-34.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	STORAGE BINS FOR INVEST C	01-21-21-7302	DFT0012504	46.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	PHONE ACCESSORIES	01-21-21-7302	DFT0012504	32.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	TRAIL CAMERAS W/ACCESSO	01-21-21-9504	DFT0012504	390.98
T-MOBILE USA	972253619 04/21/26	04/28/2026	PD PHONES & TABLETS PD IN	01-21-21-6253	69508	28.36
LEADSONLINE PARENT LLC	425221	05/05/2026	NIGHTHAWK USER LICENSES	01-21-21-6203	3409	11,782.73
TRANSUNION RISK & ALTERNATIVE DATA SOLUTIONS INC	5972751-202604-1	05/05/2026	BILLING PERIOD 4/1/26-4/30	01-21-21-6202	69520	161.00

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-21-21-5234	3392	183.01
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-21-21-5235	3392	16.02
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-21-21-5236	3392	132.30
T-MOBILE USA INC	L2604200104	05/05/2026	CELL DATA SEARCH WARRAN	01-21-21-6203	3424	50.00
					Division 21 - INVESTIGATION Total:	**13,789.39**
Division: 22 - PATROL						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	K-9 VETERINARY SERVICES - F	01-21-22-6203	DFT0012504	42.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	K-9 VETERINARY SERVICES - F	01-21-22-6203	DFT0012504	149.75
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	K-9 VETERINARY SERVICES - F	01-21-22-6203	DFT0012504	560.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNLIMITED CAR WASHES FO	01-21-22-6210	DFT0012504	512.73
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNLIMITED CAR WASHES FO	01-21-22-6210	DFT0012504	512.73
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	UNLIMITED CAR WASHES FO	01-21-22-6210	DFT0012504	18.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CHARGING HUB AND 3 CHAR	01-21-22-6253	DFT0012504	22.91
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CAR PHONE HOLDER FOR FL	01-21-22-6253	DFT0012504	20.89
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	3 PHONE CHARGERS	01-21-22-6253	DFT0012504	8.48
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	XL NITRILE GLOVES	01-21-22-6271	DFT0012504	78.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	20 PACK CR2450 BATTERIES	01-21-22-7302	DFT0012504	13.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LEG RESTRAINTS	01-21-22-7302	DFT0012504	72.00
T-MOBILE USA	972253619 04/21/26	04/28/2026	PD PHONES AND TABLETS PD	01-21-22-6253	69508	12.19
LAGERS	9103-APR 26	04/30/2026	LAGERS PAYMENT APR 26	01-21-22-5241	DFT0012580	-0.14
VALVOLINE LLC	252742	05/05/2026	OIL CHANGE FOR CAR 2411	01-21-22-6210	69521	40.98
VALVOLINE LLC	254580	05/05/2026	OIL CHANGE FOR CAR 2408	01-21-22-6210	69521	40.98
VALVOLINE LLC	254711	05/05/2026	OIL CHANGE FOR CAR 2430	01-21-22-6210	69521	40.98
LEON UNIFORM CO INC	666419-90	05/05/2026	DEPARTMENT PURCHASE-PIS	01-21-22-7308	3410	52.00
LEON UNIFORM CO INC	672344-02	05/05/2026	PATROL UNIFORM PURCHAS	01-21-22-7308	3410	209.99
LEON UNIFORM CO INC	672475-03	05/05/2026	PATROL UNIFORM PURCHAS	01-21-22-7308	3410	73.00
LEON UNIFORM CO INC	673413-01	05/05/2026	PATROL UNIFORM PURCHAS	01-21-22-7308	3410	90.00
LEON UNIFORM CO INC	673446-01	05/05/2026	PATROL UNIFORM PURCHAS	01-21-22-7308	3410	33.00
LEON UNIFORM CO INC	674525	05/05/2026	DEPARTMENT ORDER- UNIF	01-21-22-7308	3410	86.00
LEON UNIFORM CO INC	674787	05/05/2026	PATROL UNIFORM PURCHAS	01-21-22-7308	3410	256.50

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
LEON UNIFORM CO INC	674961	05/05/2026	PATROL UNIFORM PURCHAS	01-21-22-7308	3410	126.00
LEON UNIFORM CO INC	675208	05/05/2026	RECRUIT UNIFORM PURCHA	01-21-22-7308	3410	474.44
LEON UNIFORM CO INC	675648	05/05/2026	PATROL UNIFORM PURCHAS	01-21-22-7308	3410	233.00
DEFENDER PRODUCT SOLUTIONS, LLC	DPS-26-105	05/05/2026	UPFITTING FOR CAR 2405	01-21-22-9502	3398	7,810.00
DEFENDER PRODUCT SOLUTIONS, LLC	DPS-26-106	05/05/2026	ADD'L UPFITTING FOR CAR 2	01-21-22-9502	3398	1,210.00
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-21-22-5234	3392	1,000.16
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-21-22-5235	3392	87.57
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-21-22-5236	3392	669.26
					Division 22 - PATROL Total:	**14,558.38**
					Department 21 - POLICE Total:	**32,077.16**
Department: 31 - PUBLIC WORKS						
Division: 11 - ADMINISTRATIVE						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	SNACKS FOR MEET & GREET	01-31-11-6264	DFT0012504	67.43
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES PW ADMIN 03/	01-31-11-6253	69509	513.71
MISSOURI ONE CALL SYSTEM INC	6040154	05/05/2026	UTILITY LOCATES APRIL 2026	01-31-11-6211	3414	18.90
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-31-11-5234	3392	56.69
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-31-11-5235	3392	4.96
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-31-11-5236	3392	41.32
					Division 11 - ADMINISTRATIVE Total:	**703.01**
Division: 41 - STREET MAINTENANCE						
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	12536 OLIVE BLVD IRRIG 02/	01-31-41-6254	DFT0012568	53.75
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	12301 CONWAY RD IRRIG 02	01-31-41-6254	DFT0012568	22.21
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	309 S NEW BALLAS RD IRRIG	01-31-41-6254	DFT0012568	22.21
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	12015 OLIVE BLVD IRRIG 02/	01-31-41-6254	DFT0012568	110.20
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	241 S NEW BALLAS RD IRRIG	01-31-41-6254	DFT0012568	22.21
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	145 S NEW BALLAS RD IRRIG	01-31-41-6254	DFT0012568	22.21
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	996 E RUE DE LA BANQU 02	01-31-41-6254	DFT0012568	135.65

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	12136 OLIVE BLVD IRRIG 02/	01-31-41-6254	DFT0012568	110.20
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	201 N NEW BALLAS RD IRRIG	01-31-41-6254	DFT0012568	22.21
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	11702 OLIVE BLVD IRRIG 02/	01-31-41-6254	DFT0012568	55.10
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LEAF VAC PUMP	01-31-41-6211	DFT0012504	825.87
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	APWA APRIL CONFERNECE -	01-31-41-6265	DFT0012504	639.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	FLIGHT TO CONFERENCE - M	01-31-41-6265	DFT0012504	170.81
JOHNNY ON THE SPOT 347	0347-000275539	04/28/2026	PORTA JOHNS APRIL 2026	01-31-41-6266	69498	424.32
MIDWESTERN SAFETY EQUIPMENT COMPANY INC	056596	04/28/2026	LEATHER GLOVES	01-31-41-7308	69501	67.50
HUMAN RESOURCE STAFFIN	1001086567	04/28/2026	PW TEMPORARY EMPLOYEE	01-31-41-6207	3376	1,861.86
NEW FRONTIER MATERIALS LLC	12939704	04/28/2026	TICKET 43048339 AND 4304	01-31-41-7305	3382	542.10
NEW FRONTIER MATERIALS LLC	12940157	04/28/2026	CLARISSA PATCHES	01-31-41-7305	3382	282.15
NEW FRONTIER MATERIALS LLC	12940620	04/28/2026	TICKET 43048911 AND 4304	01-31-41-7305	3382	367.95
SITEONE LANDSCAPE SUPPLY HOLDING LLC	165050580-001	04/28/2026	WEED BARRIER STAPLES FOR	01-31-41-7303	69506	194.40
SITEONE LANDSCAPE SUPPLY HOLDING LLC	165084628-001	04/28/2026	WEED BARRIER STAPLES FOR	01-31-41-7303	69506	366.25
SITEONE LANDSCAPE SUPPLY HOLDING LLC	165085223-001	04/28/2026	WEED BARRIER FOR OLIVE	01-31-41-7303	69506	412.89
UNIFIRST CORPORATION	1880247192	04/28/2026	PW UNIFORMS WEEK OF 04/	01-31-41-7308	3389	70.75
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES STREETS 03/21	01-31-41-6253	69509	123.75
SAFETY KLEEN SYSTEMS INC	99689593	04/28/2026	OIL WATER SEPERATOR	01-31-41-6212	69504	1,835.10
AMERENUE	2316025009 04/09/26	04/30/2026	10276 OLIVE PED LIGHTING	01-31-41-6251	DFT0012584	34.09
AMERENUE	2523023477 04/09/26	04/30/2026	10700 OLIVE BLVD LIGHTED	01-31-41-6251	DFT0012583	55.64
AMERENUE	5439133005 04/09/26	04/30/2026	10600 OLIVE BLVD OLIVE STR	01-31-41-6251	DFT0012582	45.84
HUMAN RESOURCE STAFFIN	1001086656	05/05/2026	PW TEMPORARY EMPLOYEE	01-31-41-6207	3405	1,647.36
THE GREENWOOD GROUP LL	12080	05/05/2026	OLIVE/I-270 INTERCHANGE	01-31-41-6212	3423	2,655.00
SITEONE LANDSCAPE SUPPLY HOLDING LLC	165452212-001	05/05/2026	BACKFLOW REPAIR KIT FOR	01-31-41-6212	69518	171.73
UNIFIRST CORPORATION	1880248468	05/05/2026	PW UNIFORMS WEEK OF 05/	01-31-41-7308	3425	71.02
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-31-41-5234	3392	171.01
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-31-41-5235	3392	14.96

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-31-41-5236	3392	124.68
					Division 41 - STREET MAINTENANCE Total:	**13,751.98**
Division: 43 - PARKS MAINTENANCE						
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	12100 CONWAY RD PARK 02/	01-31-43-6254	DFT0012568	74.67
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	1000 BARNES WEST DR FRFL	01-31-43-6254	DFT0012568	158.90
MISSOURI AMERICAN WATER CO	1017 - 210041137908 04/02	04/24/2026	601 COEUR DE VILLE DR 02/	01-31-43-6254	DFT0012568	255.16
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	SATY OFF GRASS SIGNS - VEN	01-31-43-6212	DFT0012504	46.48
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	REPLACEMENT SWINGS - VE	01-31-43-9503	DFT0012504	445.00
JOHNNY ON THE SPOT 347	0347-000275539	04/28/2026	PORTA JOHNS APRIL 2026	01-31-43-6266	69498	424.32
MIDWESTERN SAFETY EQUIPMENT COMPANY INC	056596	04/28/2026	LEATHER GLOVES	01-31-43-7308	69501	22.50
HUMAN RESOURCE STAFFIN	1001086567	04/28/2026	PW TEMPORARY EMPLOYEE	01-31-43-6207	3376	620.62
UNIFIRST CORPORATION	1880247192	04/28/2026	PW UNIFORMS WEEK OF 04/	01-31-43-7308	3389	23.58
T-MOBILE USA	971998911 04/21/26	04/28/2026	TAPPMEYER HOUSE 03/21/2	01-31-43-6224	69509	51.00
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES PARKS 03/21/2	01-31-43-6253	69509	44.72
DJB VENTURES LLC	BGSPT-9773	04/28/2026	TENNIS COURT TRASH LINER	01-31-43-6212	3372	347.70
HUMAN RESOURCE STAFFIN	1001086656	05/05/2026	PW TEMPORARY EMPLOYEE	01-31-43-6207	3405	549.12
UNIFIRST CORPORATION	1880248468	05/05/2026	PW UNIFORMS WEEK OF 05/	01-31-43-7308	3425	23.67
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-31-43-5234	3392	93.84
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-31-43-5235	3392	8.20
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-31-43-5236	3392	56.77
AMERENUE	UEC-202507-59300	05/05/2026	YEARLY SAND VOLLEYBALL LE	01-31-43-6212	69513	170.00
					Division 43 - PARKS MAINTENANCE Total:	**3,416.25**
					Department 31 - PUBLIC WORKS Total:	**17,871.24**
Department: 32 - COMMUNIITY DEVELOPMENT						
Division: 11 - ADMINISTRATIVE						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	PRYOR LEARNING CLASS - C	01-32-11-6261	DFT0012504	186.75
MCLAUGHLIN COURT REPORTING SERVICES INC	042126-1	04/28/2026	P&Z PROJECT 26-006 10425	01-32-11-6202	3380	93.40
BRIDGETOWER OPCO LLC	745863588	04/28/2026	P&Z PROJECT 26-011 1001 O	01-32-11-6260	3369	76.16
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES PLNING 03/21/	01-32-11-6253	69509	24.75
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-32-11-5234	3392	76.93

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-32-11-5235	3392	6.73
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-32-11-5236	3392	54.92
					Division 11 - ADMINISTRATIVE Total:	**519.64**
Division: 61 - BUILDING DEPARTMENT						
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES BUILDING 03/2	01-32-61-6253	69509	123.75
PATRICK W DICKINSON	APR 26 MILEAGE	05/05/2026	MILEAGE REIMBURSEMENT -	01-32-61-7307	3416	301.60
WILLIAM S BOLLS JR	APR 26 MILEAGE	05/05/2026	MILEAGE REIMBURSEMENT -	01-32-61-7307	3427	217.50
GREGORY B TATE	APR 26 MILEAGE	05/05/2026	MILEAGE REIMBURSEMENT -	01-32-61-7307	3404	176.90
EDWARD R BAY	APR 26 MILEAGE	05/05/2026	MILEAGE REIMBUREMENT -	01-32-61-7307	3400	282.75
ADAM BOSHEARS	APR 26 MILEAGE	05/05/2026	MILEAGE REIMBURSEMENT -	01-32-61-7307	3391	322.63
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	01-32-61-5234	3392	218.06
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	01-32-61-5235	3392	19.08
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	01-32-61-5236	3392	165.60
					Division 61 - BUILDING DEPARTMENT Total:	**1,827.87**
					Department 32 - COMMUNIITY DEVELOPMENT Total:	**2,347.51**
					Fund 01 - GENERAL FUND Total:	**524,090.49**
Fund: 02 - CAPITAL IMPROVEMENT FUND						
Department: 61 - CIP						
Division: 71 - CIP						
SITEONE LANDSCAPE SUPPLY HOLDING LLC	165122829-001	04/28/2026	DECORATIVE ROCK FOR OLIV	02-61-71-9510	69506	3,684.83
AMERICAS PARKING REMARKING LLC	251120P-002	04/28/2026	ROADWAY STRIPING PROJEC	02-61-71-9510	3367	78,359.20
FGM ARCHITECTS INC	26-4492.01-1	04/28/2026	Final Design and Bid Docume	02-61-71-9506	3373	16,447.20
LOCHMUELLER GROUP INC	301717	04/28/2026	FALAISE FEASIBILITY STUDY P	02-61-71-9510	3379	6,739.25
HORNER AND SHIFRIN INC	79981	04/28/2026	LADUE RD IMPROV - DESIGN	02-61-71-9510	3375	7,131.27
HORNER AND SHIFRIN INC	79982	04/28/2026	NEW BALLAS PHASE 3 LADU	02-61-71-9510	3374	1,975.00
EDWARD GEORGE LOTT, JR REVOCABLE LIVING TRUST	PARCEL 1	04/28/2026	1134 FERNVIEW - TEMPORA	02-61-71-9510	69494	225.00
PAUL AND LADONNA HOPKINS TRUST	PARCEL 14	04/28/2026	918 FERNVIEW - TEMPORAR	02-61-71-9510	69502	600.00
FRANCIS A OR JANICE B WINSTON	PARCEL 17	04/28/2026	12957 FERNWAY - TEMPORA	02-61-71-9510	69495	350.00
GERALD J OR JUDITH E SHANFELD	PARCEL 20	04/28/2026	13017 FERNTRAILS -TEMPOR	02-61-71-9510	69496	2,000.00
UBUNTU HOMES LLC	PARCEL 22	04/28/2026	940 FERNVIEW - TEMPORAR	02-61-71-9510	69511	600.00
RICHARD F ATTAWAY JR	PARCEL 27	04/28/2026	13011 GALLAGHER - TEMPO	02-61-71-9510	69503	1,225.00
MAUREEN ROTHERY	PARCEL 3	04/28/2026	1114 FERNVIEW - TEMPORA	02-61-71-9510	69500	3,050.00
MAGDY K GARAS	PARCEL 4	04/28/2026	S NEW BALLAS - TEMPORAR	02-61-71-9510	69499	525.00

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
SEE LAUM JUNG	PARCEL 6	04/28/2026	S NEW BALLAS - TEMPORAR	02-61-71-9510	69505	400.00
DROR OR LISA UCKO	PARCEL 8	04/28/2026	1059 FERNVIEW - TEMPORA	02-61-71-9510	69493	5,700.00
WILLIAM M HAMPTON	2610	05/05/2026	FERNVIEW SIDEWALK - RW&	02-61-71-9510	69522	14,000.00
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	02-61-71-5234	3392	71.50
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	02-61-71-5235	3392	6.25
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	02-61-71-5236	3392	32.89
					Division 71 - CIP Total:	**143,122.39**
					Department 61 - CIP Total:	**143,122.39**
					Fund 02 - CAPITAL IMPROVEMENT FUND Total:	**143,122.39**
Fund: 05 - PARKS & STORMWATER FUND						
Department: 61 - CIP						
Division: 71 - CIP						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	PEDESTAL PARK GRILL - VENA	05-61-71-9506	DFT0012504	1,066.51
TREKK DESIGN GROUP LLC	26-000411	04/28/2026	FY2026 STORMWATER DESIG	05-61-71-9509	3388	10,968.22
INTUITION AND LOGIC ENGINEERING INC	260305	04/28/2026	MALCOLM TERRACE BRIDGE	05-61-71-9509	3377	4,190.00
PERSHING WORKS INC	1124	05/05/2026	Storyboards and Frames for	05-61-71-9506	3418	7,860.00
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	05-61-71-5234	3392	67.53
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD&D	05-61-71-5235	3392	5.91
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	05-61-71-5236	3392	30.01
					Division 71 - CIP Total:	**24,188.18**
					Department 61 - CIP Total:	**24,188.18**
					Fund 05 - PARKS & STORMWATER FUND Total:	**24,188.18**
Fund: 06 - MUNICIPAL ENTERPRISE FUND						
Department: 14 - COMMUNITY SERVICES						
Division: 31 - ICE ARENA						
MISSOURI AMERICAN WATER CO	1017 - 210013831861 04/02	04/24/2026	11400 OLDE CABIN FIRE SER	06-14-31-6254	DFT0012555	97.33
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	First Aid Supplies	06-14-31-6271	DFT0012504	13.52
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Bulletin Board Display	06-14-31-7304	DFT0012504	15.78
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Art Class Supplies	06-14-31-7304	DFT0012504	36.73
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LTS Gloves for Resale	06-14-31-7304	DFT0012504	27.97

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
SPIRE	4981701000 04/17/26	04/27/2026	11400 OLDE CABIN RD 03/19	06-14-31-6252	DFT0012567	1,383.17
NEW SYSTEM LLC	113311-01	04/28/2026	FIRST AIDE	06-14-31-6271	3383	12.32
NEW SYSTEM LLC	113805	04/28/2026	DRC CLEANING SUPPLIES	06-14-31-7301	3383	410.04
VESTIS GROUP INC	6170553602	04/28/2026	MOP AND TOWELS FOR DRC	06-14-31-7301	3390	37.25
ALL AMERICAN ICE LLC	7422	04/28/2026	BLADES FOR EDGER	06-14-31-6211	3366	426.54
RENTOKIL NORTH AMERICA INC	94867802	04/28/2026	PEST CONTROL DRC & GOLF	06-14-31-6212	3385	87.24
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES ICE RINK 03/21	06-14-31-6253	69509	24.75
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES GOLF 03/21/26	06-14-31-6253	69509	24.75
REP HOLDINGS GROUP LLC	995349	04/28/2026	PROPANE FOR OLY	06-14-31-7307	3386	205.60
JOSHUA A DORSEY	000077	05/05/2026	CLEANING CONTRACT - DRC	06-14-31-6203	3406	500.00
VESTIS GROUP INC	6170556171	05/05/2026	MOP AND TOWELS FOR DRC	06-14-31-7301	3426	37.25
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	06-14-31-5234	3392	84.61
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	06-14-31-5235	3392	7.41
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	06-14-31-5236	3392	42.77
					Division 31 - ICE ARENA Total:	**3,475.03**
Division: 32 - GOLF MAINTENANCE						
RENTOKIL NORTH AMERICA INC	94867802	04/28/2026	PEST CONTROL DRC & GOLF	06-14-32-6212	3385	37.39
T-MOBILE USA	971998911 04/21/26	04/28/2026	CITY PHONES GOLF MAINT 0	06-14-32-6253	69509	24.75
TURFWERKS-SCOTT'S POWER EQUIPMENT LLC	WI21020	04/28/2026	SNAP RINGS FOR 700 & 900	06-14-32-6212	69510	128.40
TURFWERKS-SCOTT'S POWER EQUIPMENT LLC	WI21022	04/28/2026	SNAP RINGS FOR 900	06-14-32-6212	69510	76.33
AMERENUE	0639074006 04/14/26	05/05/2026	11400 OLDE CABIN LAKE FO	06-14-32-6250	DFT0012597	46.08
AMERENUE	4863142006 04/14/26	05/05/2026	11400 OLDE CABIN GOLF FA	06-14-32-6250	DFT0012601	9.19
AMERENUE	5235018016 04/14/26	05/05/2026	11400 OLDE CABIN RD PUM	06-14-32-6250	DFT0012599	54.39
ENERGY PETROLEUM CO	598293	05/05/2026	UNLEADED GAS & CLEAR DIE	06-14-32-7307	3401	1,326.02
AMERENUE	7072604119 04/14/26	05/05/2026	11400 OLDE CABIN MAINT S	06-14-32-6250	DFT0012598	103.45
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	06-14-32-5234	3392	58.30
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	06-14-32-5235	3392	5.10
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	06-14-32-5236	3392	42.49
					Division 32 - GOLF MAINTENANCE Total:	**1,911.89**
Division: 33 - PRO-SHOP						
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Four Golf Pull Carts	06-14-33-9503	DFT0012504	267.40
SPIRE	4981701000 04/17/26	04/27/2026	11400 OLDE CABIN RD 03/19	06-14-33-6252	DFT0012567	592.79
VESTIS GROUP INC	6170553602	04/28/2026	MOP AND TOWELS FOR DRC	06-14-33-7301	3390	26.25

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number		Amount
YAMAHA MOTOR FINANCE CORPORATION USA	27643	05/05/2026	GOLF CART LEASE YEAR 4 OF	06-14-33-9503	69523		5,340.00
VESTIS GROUP INC	6170556171	05/05/2026	MOP AND TOWELS FOR DRC	06-14-33-7301	3426		26.25
AMERENUE	9601003815 04/14/26	05/05/2026	11400 OLDE CABIN GOLF SH	06-14-33-6250	DFT0012600		1,697.98
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	06-14-33-5234	3392		21.60
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	06-14-33-5235	3392		1.89
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	06-14-33-5236	3392		15.75
						Division 33 - PRO-SHOP Total:	**7,989.91**
Division: 34 - FOOD SERVICES							
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Hot Dos for Resale	06-14-34-8315	DFT0012504		16.44
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Beer for Resale	06-14-34-8316	DFT0012504		49.98
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Wine for Resale	06-14-34-8316	DFT0012504		185.03
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Wine for Resale	06-14-34-8316	DFT0012504		62.95
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Candy for Resale	06-14-34-8319	DFT0012504		123.02
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Cracker Jacks for Resale	06-14-34-8319	DFT0012504		42.23
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	Candy for Resale	06-14-34-8319	DFT0012504		209.54
VESTIS GROUP INC	6170553602	04/28/2026	MOP AND TOWELS FOR DRC	06-14-34-7301	3390		21.17
D AND D DISTRIBUTORS LLP	617859	04/28/2026	BEER FOR RESALE	06-14-34-8316	3371		306.40
VESTIS GROUP INC	6170556171	05/05/2026	MOP AND TOWELS FOR DRC	06-14-34-7301	3426		21.17
D AND D DISTRIBUTORS LLP	623863	05/05/2026	BEER FOR RESALE	06-14-34-8316	3397		338.15
PEPSICO BEVERAGE SALES LL	80996207	05/05/2026	SOFT DRINKS FOR RESALE	06-14-34-8317	69517		778.54
						Division 34 - FOOD SERVICES Total:	**2,154.62**
						Department 14 - COMMUNITY SERVICES Total:	**15,531.45**
						Fund 06 - MUNICIPAL ENTERPRISE FUND Total:	**15,531.45**
Fund: 11 - SEWER LATERAL FUND							
Department: 61 - CIP							
Division: 93 - SEWER LATERAL							
JOHN AND LAURA CORN	00188-0616 12/11/25	04/28/2026	SEWER LATERAL REPAIR REI	11-61-93-9315	69497		3,395.00
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LIFE	11-61-93-5234	3392		4.77
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	AD & D	11-61-93-5235	3392		0.42

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
AMERICAN UNITED LIFE INSURANCE COMPANY	G00619325 MAY 26	05/05/2026	LTD	11-61-93-5236	3392	3.47
					Division 93 - SEWER LATERAL Total:	**3,403.66**
					Department 61 - CIP Total:	**3,403.66**
					Fund 11 - SEWER LATERAL FUND Total:	**3,403.66**
Fund: 19 - PUBLIC SAFETY FUND						
Department: 21 - POLICE						
Division: 23 - PUBLIC SAFETY						
SPIRE	0076006378 04/14/26	04/24/2026	350 N NEW BALLAS RD 03/1	19-21-23-6252	DFT0012554	193.64
MISSOURI AMERICAN WATER CO	1017 - 220023905773 04/02	04/24/2026	350 N NEW BALLAS RD FIRE	19-21-23-6254	DFT0012535	179.74
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	DISINFECTING WIPES	19-21-23-6212	DFT0012504	24.57
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	TOILET SUPPLIES - POLICE	19-21-23-6212	DFT0012504	25.56
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	AIR FRESHNERS FOR PD	19-21-23-6212	DFT0012504	54.67
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LE DRONE TRAINING - HILL	19-21-23-6261	DFT0012504	675.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CHECKED BAG-CRI TRAINING	19-21-23-6261	DFT0012504	70.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	AR 12/M4 ARMORERS COUR	19-21-23-6261	DFT0012504	550.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LODGING DURING CRI TRAIN	19-21-23-6261	DFT0012504	1,302.10
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LODGING DURING CRI TRAIN	19-21-23-6261	DFT0012504	1,189.10
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	TUITION FOR CRASH INVEST	19-21-23-6261	DFT0012504	850.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CHECKED BAG-CRI TRAINING	19-21-23-6261	DFT0012504	70.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	BASIC CRASH INV EST-TUITIO	19-21-23-6261	DFT0012504	650.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF-	19-21-23-6265	DFT0012504	24.09
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF -	19-21-23-6265	DFT0012504	30.91
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF-	19-21-23-6265	DFT0012504	28.48
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CHECKED BAG-CALEA CONFE	19-21-23-6265	DFT0012504	35.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CHECKED BAG - CALEA CONF	19-21-23-6265	DFT0012504	35.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CHECKED BAG - CALEA CONF	19-21-23-6265	DFT0012504	35.00

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number	Amount
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CIT CONFERENCE REGISTRAT	19-21-23-6265	DFT0012504	75.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF-	19-21-23-6265	DFT0012504	22.28
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF-	19-21-23-6265	DFT0012504	22.88
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF-	19-21-23-6265	DFT0012504	27.80
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CHECKED BAG-CALEA CONFE	19-21-23-6265	DFT0012504	35.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF -	19-21-23-6265	DFT0012504	7.60
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CIT CONFERENCE REGISTRAT	19-21-23-6265	DFT0012504	75.00
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF-	19-21-23-6265	DFT0012504	15.62
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF -	19-21-23-6265	DFT0012504	12.99
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LODGING DURING CALEA CO	19-21-23-6265	DFT0012504	1,255.44
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LODGING FOR CIT CONFERE	19-21-23-6265	DFT0012504	171.49
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LODGING FOR CIT CONFERE	19-21-23-6265	DFT0012504	171.49
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	LODGING DURING CALEA CO	19-21-23-6265	DFT0012504	941.58
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	MEAL DURING CALEA CONF -	19-21-23-6265	DFT0012504	15.29
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	STORAGE BIN FOR INVEST CL	19-21-23-7302	DFT0012504	24.93
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	ORGANIZER FOR INVEST CLO	19-21-23-7302	DFT0012504	65.87
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	CAN OPENER FOR LOUNGE	19-21-23-7302	DFT0012504	39.95
ARVEST BANK OPERATIONS INC	PURCHASES MAR 26	04/24/2026	STORAGE TOTE FOR INVEST	19-21-23-7302	DFT0012504	24.99
JOSHUA A DORSEY	000078	05/05/2026	CLEANING CONTRACT - POLI	19-21-23-6212	3406	875.00
SAM SCISM MOTORS INC	125655	05/05/2026	2026 EXPLORER - CIVILIAN	19-21-23-9502	3420	39,284.11
AMERICAS PARKING REMARKING LLC	26-1538	05/05/2026	SHUR-FLEX ITEMS FOR PD BA	19-21-23-9501	3394	162.60
RENTOKIL NORTH AMERICA INC	94867801	05/05/2026	PEST CONTROL MAINTENCE	19-21-23-6212	3419	76.40
CDW LLC	AI9Z29Z	05/05/2026	REPLACEMENT PRINTER FOR	19-21-23-7331	3396	606.28
PATRICK WIXTED	MO CIT CONF APR 26	05/05/2026	REIMBURSEMENT REQUEST -	19-21-23-6265	3417	70.87
AMEREN	0427008070 03/31/26	04/22/2026	350 N NEW BALLAS POLICE	19-21-23-6250	DFT0012534	4,937.34

Vendor Name	Payable Number	Payment Date	Description (Item)	Account Number	Payment Number		Amount
KI YOUNG KIM	MO CIT CONF APR 26	05/05/2026	REIMBURSEMENT REQUEST -	19-21-23-6265	3407		67.61
						Division 23 - PUBLIC SAFETY Total:	**55,108.27**
						Department 21 - POLICE Total:	**55,108.27**
						Fund 19 - PUBLIC SAFETY FUND Total:	**55,108.27**
Fund: 99 - POOLED CASH							
ARVEST BANK	3025 04/27/26	04/29/2026	EPAYMENT 04/29/26	99-2809	DFT0012569		89,586.50
ARVEST BANK	3025 05/04/26	05/06/2026	EPAYMENT 05/06/26	99-2809	DFT0012623		6,561.57
							96,148.07
							96,148.07
						Fund 99 - POOLED CASH Total:	**96,148.07**

Grand Total: **861,592.51**

Report Summary

Fund Summary

Fund	Payment Amount
01 - GENERAL FUND	524,090.49
02 - CAPITAL IMPROVEMENT FUND	143,122.39
05 - PARKS & STORMWATER FUND	24,188.18
06 - MUNICIPAL ENTERPRISE FUND	15,531.45
11 - SEWER LATERAL FUND	3,403.66
19 - PUBLIC SAFETY FUND	55,108.27
99 - POOLED CASH	96,148.07
Grand Total:	**861,592.51**

Account Summary

Account Number	Account Name	Payment Amount
01-11-12-5234	GROUP LIFE INSURANCE	43.20
01-11-12-6264	IN TOWN MEETINGS	969.59
01-11-12-6265	TRAVEL & CONFERENCE	-20.26
01-11-12-7315	SPECIAL EVENTS	943.49
01-11-13-5234	GROUP LIFE INSURANCE	27.48
01-11-13-5235	ACCIDENTAL DEATH INS	2.40
01-11-13-5236	DISABILITY INSURANCE	20.04
01-11-13-6261	EDUCATION & TRAINING	107.99
01-11-13-7304	GENERAL SUPPLIES	42.62
01-12-11-5234	GROUP LIFE INSURANCE	126.63
01-12-11-5235	ACCIDENTAL DEATH INS	11.08
01-12-11-5236	DISABILITY INSURANCE	62.00
01-12-11-6202	TECHNICAL AND PERSO	72.89
01-12-11-6253	TELEPHONE	54.62
01-12-11-6260	ADVERTISING	2.61
01-12-11-6262	DUES MEMBERSHIPS &	162.00
01-12-11-6264	IN TOWN MEETINGS	75.17
01-12-11-6265	TRAVEL & CONFERENCE	675.26
01-12-11-6271	MEDICAL SUPPLIES	100.00
01-12-11-7308	WEARING APPAREL AND	218.29
01-12-14-5234	GROUP LIFE INSURANCE	44.75
01-12-14-5235	ACCIDENTAL DEATH INS	3.92
01-12-14-5236	DISABILITY INSURANCE	38.27
01-12-14-6201	LEGAL AND ACCOUNTIN	1,250.00
01-12-14-6253	TELEPHONE	24.75
01-12-14-6262	DUES MEMBERSHIPS &	150.00
01-13-11-5234	GROUP LIFE INSURANCE	109.05
01-13-11-5235	ACCIDENTAL DEATH INS	9.54
01-13-11-5236	DISABILITY INSURANCE	65.01

Account Summary

Account Number	Account Name	Payment Amount
01-13-11-6202	TECHNICAL AND PERSO	1.00
01-13-11-6253	TELEPHONE	24.75
01-13-11-6265	TRAVEL & CONFERENCE	120.80
01-13-11-7304	GENERAL SUPPLIES	19.38
01-13-15-5230	HOSPITAL AND MEDICAL	18,291.36
01-13-15-5244	UNEMPLOYMENT COMP	1,280.00
01-13-15-6266	EQUIPMENT RENTAL	50.00
01-13-15-6269	POSTAGE	1,977.65
01-13-15-7312	OFFICE SUPPLIES	2,488.79
01-13-15-7317	SLAIT WELLNESS EXPENS	28.49
01-13-51-5234	GROUP LIFE INSURANCE	29.76
01-13-51-5235	ACCIDENTAL DEATH INS	2.60
01-13-51-5236	DISABILITY INSURANCE	21.70
01-13-51-6202	TECHNICAL AND PERSO	800.00
01-13-51-6213	OFFICE EQUIPMENT MAI	8,697.87
01-13-51-6253	TELEPHONE	24.75
01-13-51-7331	COMPUTER HARDWARE	592.36
01-13-51-7332	COMPUTER SOFTWARE	563.98
01-14-11-5234	GROUP LIFE INSURANCE	26.48
01-14-11-5235	ACCIDENTAL DEATH INS	2.31
01-14-11-5236	DISABILITY INSURANCE	12.24
01-14-11-6202	TECHNICAL AND PERSO	2,041.90
01-14-11-6203	PROFESSIONAL SERVICE	474.24
01-14-11-6265	TRAVEL & CONFERENCE	12.44
01-16-11-5234	GROUP LIFE INSURANCE	20.78
01-16-11-5235	ACCIDENTAL DEATH INS	1.82
01-16-11-5236	DISABILITY INSURANCE	15.15
01-16-11-6211	EQUIPMENT MAINTENA	177.00
01-16-11-6212	BUILDING AND GROUND	3,223.02
01-16-11-6252	NATURAL GAS	382.60
01-16-11-6253	TELEPHONE	24.75
01-16-11-6254	WATER AND SEWER	335.52
01-16-11-7304	GENERAL SUPPLIES	139.21
01-16-11-7308	WEARING APPAREL AND	24.24
01-2102	FICA WITHHOLDING	51,746.64
01-2103	MEDICARE WITHHOLDIN	12,101.96
01-2104	FEDERAL TAX WITHHOL	40,340.08
01-2105	MISSOURI TAX WITHHOL	14,390.00
01-2111	PAYROLL GARNISHMENT	33.63
01-21-11-5234	GROUP LIFE INSURANCE	304.01
01-21-11-5235	ACCIDENTAL DEATH INS	26.60
01-21-11-5236	DISABILITY INSURANCE	206.48

Account Summary

Account Number	Account Name	Payment Amount
01-21-11-6203	PROFESSIONAL SERVICE	122.99
01-21-11-6210	VEHICLE MAINTENANCE	75.00
01-21-11-6213	OFFICE EQUIPMENT MAI	60.00
01-21-11-6253	TELEPHONE	515.94
01-21-11-6262	DUES MEMBERSHIPS &	306.96
01-21-11-6264	IN TOWN MEETINGS	635.00
01-21-11-6271	MEDICAL SUPPLIES	266.21
01-21-11-7302	SMALL TOOLS	17.36
01-21-11-7304	GENERAL SUPPLIES	582.97
01-21-11-7306	MEMORIALS AND PLAQ	69.00
01-21-11-7308	WEARING APPAREL AND	445.53
01-21-11-7309	FOOD FOR PRISONERS	95.34
01-21-21-5234	GROUP LIFE INSURANCE	183.01
01-21-21-5235	ACCIDENTAL DEATH INS	16.02
01-21-21-5236	DISABILITY INSURANCE	132.30
01-21-21-6202	TECHNICAL AND PERSO	161.00
01-21-21-6203	PROFESSIONAL SERVICE	12,832.73
01-21-21-6253	TELEPHONE	28.36
01-21-21-7302	SMALL TOOLS	44.99
01-21-21-9504	OFFICE EQUIPMENT	390.98
01-21-22-5234	GROUP LIFE INSURANCE	1,000.16
01-21-22-5235	ACCIDENTAL DEATH INS	87.57
01-21-22-5236	DISABILITY INSURANCE	669.26
01-21-22-5241	PENSION CONTRIBUTIO	-0.14
01-21-22-6203	PROFESSIONAL SERVICE	751.75
01-21-22-6210	VEHICLE MAINTENANCE	1,167.39
01-21-22-6253	TELEPHONE	64.47
01-21-22-6271	MEDICAL SUPPLIES	78.00
01-21-22-7302	SMALL TOOLS	85.99
01-21-22-7308	WEARING APPAREL AND	1,633.93
01-21-22-9502	VEHICLES	9,020.00
01-2211	HEALTH INSURANCE	126,090.51
01-2216	SUPPLEMENTAL LIFE	1,851.89
01-2218	VISION CARE	949.67
01-2222	SHORT TERM DISABILITY	626.43
01-2224	VISION CARE-COBRA	24.15
01-2225	HEALTH INS PREM PAID	4,302.26
01-2312	401 - ICMA	586.38
01-2317	MO LAGERS	144,670.81
01-2318	ICMA ROTH 457	11,182.67
01-2319	ICMA ROTH IRA	754.20
01-2321	457 - VOYA	949.94

Account Summary

Account Number	Account Name	Payment Amount
01-2322	457 - ICMA	12,922.40
01-2323	MOST PROGRAM	525.00
01-2324	ICMA LOAN REPAYMENT	184.63
01-31-11-5234	GROUP LIFE INSURANCE	56.69
01-31-11-5235	ACCIDENTAL DEATH INS	4.96
01-31-11-5236	DISABILITY INSURANCE	41.32
01-31-11-6211	EQUIPMENT MAINTENA	18.90
01-31-11-6253	TELEPHONE	513.71
01-31-11-6264	IN TOWN MEETINGS	67.43
01-31-41-5234	GROUP LIFE INSURANCE	171.01
01-31-41-5235	ACCIDENTAL DEATH INS	14.96
01-31-41-5236	DISABILITY INSURANCE	124.68
01-31-41-6207	TEMP PROFESSIONAL SE	3,509.22
01-31-41-6211	EQUIPMENT MAINTENA	825.87
01-31-41-6212	BUILDING AND GROUND	4,661.83
01-31-41-6251	STREET LIGHTING	135.57
01-31-41-6253	TELEPHONE	123.75
01-31-41-6254	WATER AND SEWER	575.95
01-31-41-6265	TRAVEL & CONFERENCE	809.81
01-31-41-6266	EQUIPMENT RENTAL	424.32
01-31-41-7303	HORTICULTURAL SUPPLI	973.54
01-31-41-7305	STREET & SIDEWALK MA	1,192.20
01-31-41-7308	WEARING APPAREL AND	209.27
01-31-43-5234	GROUP LIFE INSURANCE	93.84
01-31-43-5235	ACCIDENTAL DEATH INS	8.20
01-31-43-5236	DISABILITY INSURANCE	56.77
01-31-43-6207	TEMP PROFESSIONAL SE	1,169.74
01-31-43-6212	BUILDING AND GROUND	564.18
01-31-43-6224	TAPPMEYER HOUSE MAI	51.00
01-31-43-6253	TELEPHONE	44.72
01-31-43-6254	WATER AND SEWER	488.73
01-31-43-6266	EQUIPMENT RENTAL	424.32
01-31-43-7308	WEARING APPAREL AND	69.75
01-31-43-9503	EQUIPMENT	445.00
01-32-11-5234	GROUP LIFE INSURANCE	76.93
01-32-11-5235	ACCIDENTAL DEATH INS	6.73
01-32-11-5236	DISABILITY INSURANCE	54.92
01-32-11-6202	TECHNICAL AND PERSO	93.40
01-32-11-6253	TELEPHONE	24.75
01-32-11-6260	ADVERTISING	76.16
01-32-11-6261	EDUCATION & TRAINING	186.75
01-32-61-5234	GROUP LIFE INSURANCE	218.06

Account Summary

Account Number	Account Name	Payment Amount
01-32-61-5235	ACCIDENTAL DEATH INS	19.08
01-32-61-5236	DISABILITY INSURANCE	165.60
01-32-61-6253	TELEPHONE	123.75
01-32-61-7307	GASOLINE, PROPANE &	1,301.38
01-4402	OCCUPATIONAL LICENSE	175.00
01-4426	OCCUPANCY PERMITS	65.00
02-61-71-5234	GROUP LIFE INSURANCE	71.50
02-61-71-5235	ACCIDENTAL DEATH INS	6.25
02-61-71-5236	DISABILITY INSURANCE	32.89
02-61-71-9506	PARK AND RECREATION	16,447.20
02-61-71-9510	STREETS	126,564.55
05-61-71-5234	GROUP LIFE INSURANCE	67.53
05-61-71-5235	ACCIDENTAL DEATH INS	5.91
05-61-71-5236	DISABILITY INSURANCE	30.01
05-61-71-9506	PARK DEVELOPMENT PR	8,926.51
05-61-71-9509	STORMWATER PROJECTS	15,158.22
06-14-31-5234	GROUP LIFE INSURANCE	84.61
06-14-31-5235	ACCIDENTAL DEATH INS	7.41
06-14-31-5236	DISABILITY INSURANCE	42.77
06-14-31-6203	PROFESSIONAL SERVICE	500.00
06-14-31-6211	EQUIPMENT MAINTENA	426.54
06-14-31-6212	BUILDING AND GROUND	87.24
06-14-31-6252	NATURAL GAS	1,383.17
06-14-31-6253	TELEPHONE	49.50
06-14-31-6254	WATER AND SEWER	97.33
06-14-31-6271	MEDICAL SUPPLIES	25.84
06-14-31-7301	CHEMICALS & CLEANING	484.54
06-14-31-7304	GENERAL SUPPLIES	80.48
06-14-31-7307	GASOLINE, PROPANE &	205.60
06-14-32-5234	GROUP LIFE INSURANCE	58.30
06-14-32-5235	ACCIDENTAL DEATH INS	5.10
06-14-32-5236	DISABILITY INSURANCE	42.49
06-14-32-6212	BUILDING AND GROUND	242.12
06-14-32-6250	ELECTRICITY	213.11
06-14-32-6253	TELEPHONE	24.75
06-14-32-7307	GASOLINE, PROPANE &	1,326.02
06-14-33-5234	GROUP LIFE INSURANCE	21.60
06-14-33-5235	ACCIDENTAL DEATH INS	1.89
06-14-33-5236	DISABILITY INSURANCE	15.75
06-14-33-6250	ELECTRICITY	1,697.98
06-14-33-6252	NATURAL GAS	592.79
06-14-33-7301	CHEMICALS & CLEANING	52.50

Account Summary

Account Number	Account Name	Payment Amount
06-14-33-9503	EQUIPMENT	5,607.40
06-14-34-7301	CHEMICALS & CLEANING	42.34
06-14-34-8315	SANDWICHES AND HOT	16.44
06-14-34-8316	BEER	942.51
06-14-34-8317	COFFEE,TEA & SOFT DRI	778.54
06-14-34-8319	SNACKS	374.79
11-61-93-5234	GROUP LIFE INSURANCE	4.77
11-61-93-5235	ACCIDENTAL DEATH INS	0.42
11-61-93-5236	DISABILITY INSURANCE	3.47
11-61-93-9315	SEWER LATERAL REIMB	3,395.00
19-21-23-6212	BUILDING AND GROUND	1,056.20
19-21-23-6252	NATURAL GAS	193.64
19-21-23-6250	ELECTRICITY	4,937.34
19-21-23-6254	WATER AND SEWER	179.74
19-21-23-6261	EDUCATION & TRAINING	5,356.20
19-21-23-6265	TRAVEL & CONFERENCE	3,176.42
19-21-23-7302	SMALL TOOLS	155.74
19-21-23-7331	COMPUTER HARDWARE	606.28
19-21-23-9501	BUILDINGS & IMPROVE	162.60
19-21-23-9502	VEHICLES	39,284.11
99-2809	EPAYABLES LIABILITY	96,148.07
	Grand Total:	**861,592.51**

Project Account Summary

Project Account Key	Payment Amount
None	673,547.05
19701E	27,750.00
209E	1,066.51
225E	16,447.20
410E	4,190.00
415E	10,968.22
60022E	78,359.20
608E	925.00
609E	7,131.27
611E	3,684.83
612E	1,975.00
614E	6,739.25
BSGE	14,413.93
CDOGE	845.96
K9 UNITE	751.75
VPARKE	7,860.00
Grand Total:	**861,592.51**

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141

(314) 432-6000 • www.crevecoeurmo.gov

APPLICATIONS TO PLANNING AND ZONING COMMISSION #25-034 AND 25-035: APPLICATIONS FOR A REZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT WITH A SITE CONCEPT PLAN, SITE DEVELOPMENT PLAN AND BOUNDARY ADJUSTMENT PLAT FOR 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD

FOR THE MEETING OF: March 16, 2026

LOCATION: 11004, 11026, 11032, and 11056 Olive Boulevard and 825 and 827 Graeser Road. Zoned GC-General Commercial Zoning District.

REQUEST: Garrison Hassenflu, of Garrison Companies, has submitted revised plans for a rezoning, site concept plan, site development plan, and a boundary adjustment application for the lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road in order to construct a new four-story, mixed-use development known as Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned "GC"-General Commercial Zoning District. The request includes rezoning the properties to "PMD" Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. The revisions include a reduction in the proposed residential units from 157 to 147 and increasing the on-site parking from 250 to 260 spaces as well as minor site changes to accommodate comments received by the Planning and Zoning Commission. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required.

ADDITIONAL INFORMATION: This project was previously before the Planning and Zoning Commission on December 15, 2025 and January 20, 2026 and was continued to a future meeting date.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the use integrate with the surrounding area?
- Does the request meet with the criteria for Planned Zoning Districts as provided in Section 405.390?
- Does the project provide Public Benefits and meet the Design Criteria as a Planned Mixed-Use Development District?

Creve Coeur 2030 Plan References

- Neighborhood Commercial (NC) District
- East Olive Corridor Recommendations
- Design Guidelines

Zoning Code References

- Section 405.360: GC-General Commercial Zoning District
- Section 405.390: Planned Zoning Districts
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

APPLICANT:	Garrison Hassenflu Garrison Companies 2001 Shawnee Mission Parkway, Ste. 250 Mission Woods, KS 66205	**PROPERTY OWNER:**	Tom Stern Gershman, CRE 150 N. Meramec Ave, Ste. 500 St. Louis, MO 63105

REPORT PREPARED BY: BETHANY L. MOORE, AICP, CITY PLANNER
JASON JAGGI, AICP, DIRECTOR OF COMMUNITY DEVELOPMENT

ATTACHMENTS: Applicant's Revised Materials dated March 3, 2026 Applicant's Revised Parking Study dated February 10, 2026 by Lochmueller Group, Revised Traffic Impact Study, dated February 2026 prepared by HR Green, Public Comments received, December 15, 2025 Staff Report, January 20, 2026 Staff Report, MoDOT response to Traffic Impact Study dated January 16, 2026

PROJECT BACKGROUND AND OVERVIEW

The applicant, Garrison Hassenflu of Garrison Companies, has submitted applications for a Site Concept Plan, Site Development Plan and a rezoning for 6 lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road for a Mixed-Use Development, known as Graeser Station, at the southwest corner of Olive Boulevard and Graeser Road. The development is comprised of a four-story mixed-use building with studio, 1- and 2-bedroom residential units and 8,472 square feet of first floor retail space. All 6 properties, when combined total 4.42 acres, and are currently zoned "GC"-General Commercial. The applicant is seeking to rezone the parcels to "PMD" Planned Mixed-Use Development zoning district in order to move forward with the project, as the project would not be possible under the requirements of the current zoning district. The applicant is also applying for a boundary adjustment to combine the parcels into one lot. The applicant was last before the Planning and Zoning Commission on January 20th, 2026 and before that on December 15th, 2025 for the initial presentation of the project components. No vote was requested at that time and the item was continued to a future meeting date. The applicant and his consultants, Steadfast City, sought feedback and direction from the Commission for a future resubmission.

Based on the feedback received at the January 20th meeting, the applicant has submitted revised plans to address the comments. The resubmission includes the following:

- A reduction of residential units from 157 to 147
- An increase in the amount of provided on-site parking spaces from 250 to 260 by including parking spaces under the building in place of the first-floor residential units
- Elimination of the designated dog park at the rear of the property to open green space for resident use
- Redesign of the western site entrance along Olive Boulevard to remove the ability for a left turn out of the site onto Olive Boulevard, instead directing westbound Olive Boulevard traffic to the Graeser Road traffic light per MoDOT recommendation
- Tiering of the proposed rear retaining wall adjacent to existing single-family residential uses in order to visually break up the expanse of the wall and add additional landscaping along the tiered portion of the wall.

The applicant also updated the project narrative document to better reflect how the changes address the objectives of the Planned Mixed-Use Development rezoning procedure and the applicant's traffic consultant, Julie Nolfo, updated the parking study to reflect the reduction of residential units and the increase of parking spaces on the demand for parking on site. The City's traffic consultant, Dan Shane, revised the traffic study in response to the applicant's revised plans.

SUMMARY OF DECEMBER 15TH AND JANUARY 20TH MEETINGS

The first public hearing for the Graeser Station Planned Mixed Use Development Rezoning application with a Site Concept Plan and a Site Development Plan was held at the December 15, 2025 meeting. At the meeting, the applicant and their consultants presented the proposal for Graeser Station. In order for the project to move forward with the Site Concept Plan and Site Development Plan, the property will need to be rezoned to Planned Mixed Use Development District, "PMD." In addition to presenting the components of the project and the applications, the applicants presented the project's alignment with the City's Comprehensive Plan. The applicant's consultant, Julie Nolfo, presented the Shared Parking Study that was done for the project to determine how many parking spaces would be needed for the project based on demand for the proposed uses, as allowed for by Section 405.800.G.4 of the Zoning Code.

Staff presented the various aspects of the Comprehensive Plan recommendations for the Neighborhood Commercial Place Type District within the East Olive Corridor, the requirements of the Planned Zoning District procedures, and the Traffic Impact Study that was prepared by the City's Traffic Consultant, Dan Shane, PE, PTOE, who also provided additional information about the TIS and MoDOT's initial comments. Public comments were heard after the presentations from the applicant and City Staff. The item was then continued to a future meeting date. The project returned to the Planning and Zoning

Commission on January 20th in order to get clear feedback from the Commission as to what areas of concern the Commission would like to see addressed. No changes were made to the proposal between the December 15th meeting and the January 20th meeting.

The following is a combined, generalized summary of the areas of concern expressed at the December 15th and January 20th meetings:

- Density, building height and reduction in parking compared to standard city code requirements
- Comfortability with amount of parking spaces provided with shared parking as outlined in the applicant's Parking Study
- Height of retaining wall
- Request to provide layered landscaping along Olive Boulevard frontage in front of parking spaces
- Difficulty turning left onto Olive from Graeser due to the permissive left turn arrow
- Explanation of proposed uses for retail component and how they will relate to parking demand
- Replace sidewalk on Olive Boulevard with detached sidewalk instead of maintaining existing sidewalk back of curb
- Clarify existing crosswalk striping across Olive and Graeser are in good condition in association with recent MoDOT repaving work
- Explain market demand for smaller units/density needs
- Stormwater concerns associated with new development from adjacent residents
- Location of proposed dog park and trash enclosure in proximity to existing single-family residential uses

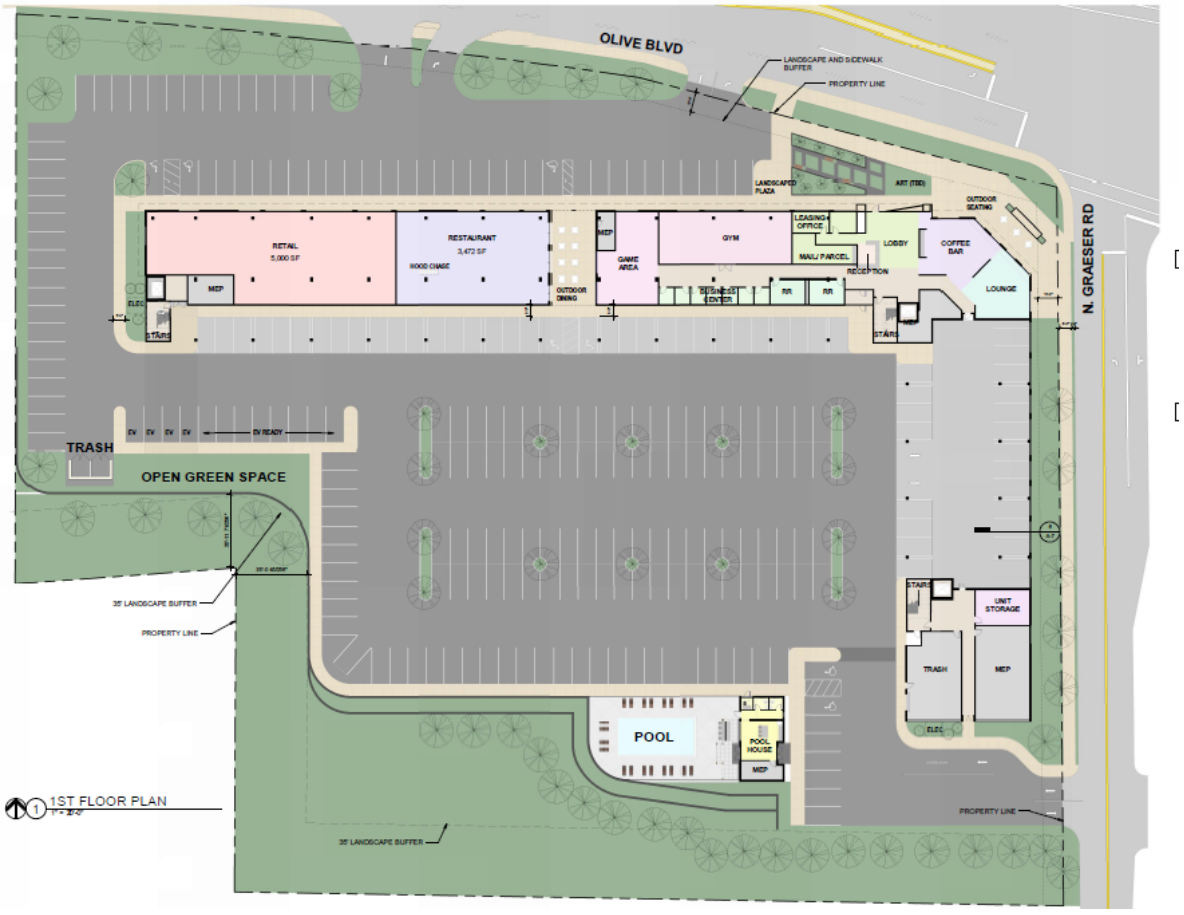


Figure 1: Revised Site Plan with First Floor Layout.



Figure 2: Unchanged North Elevation.



Figure 3: Revised East Elevation Showing Additional Under Building Parking in Place of Residential Units.

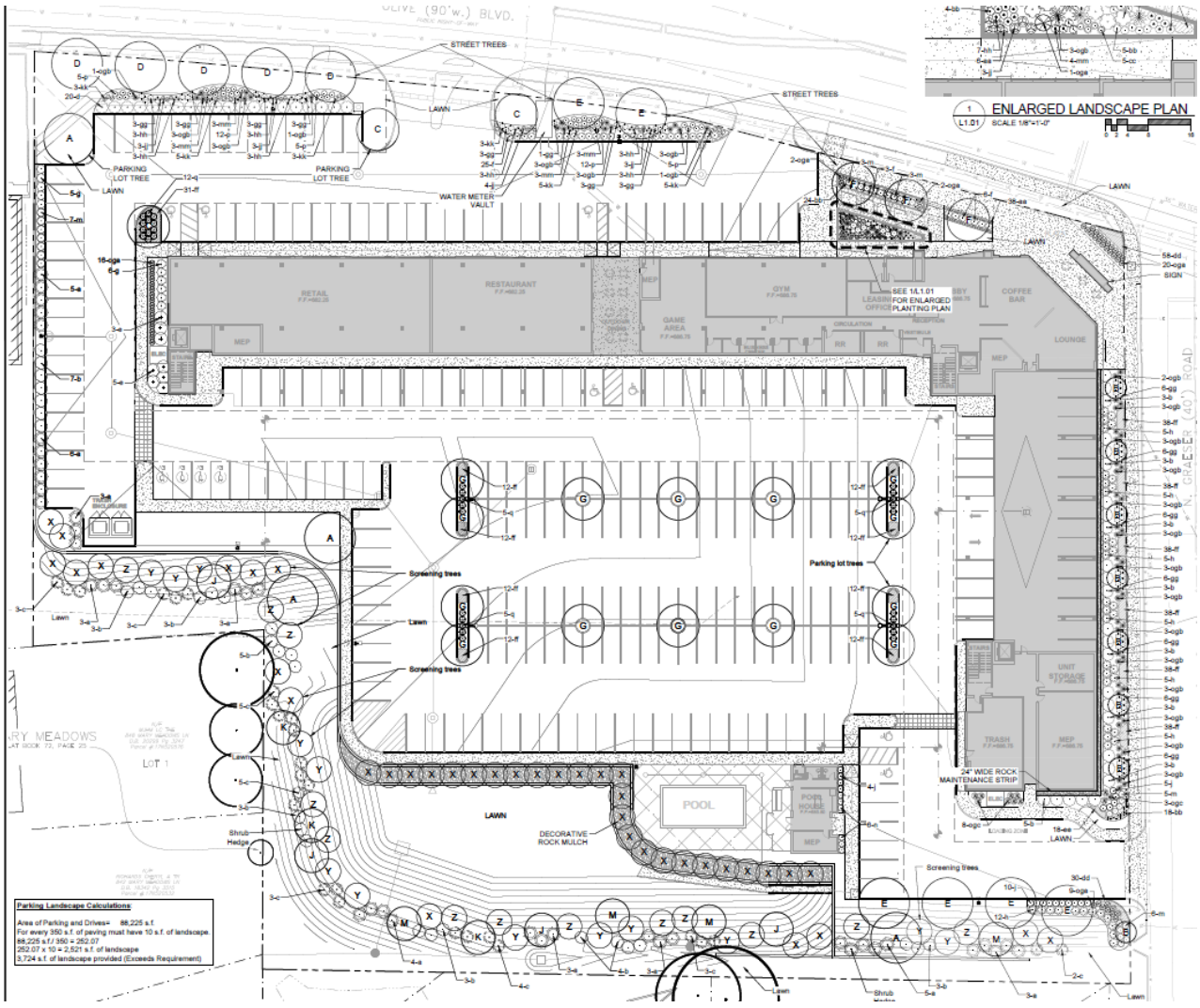


Figure 4: Revised Landscaping Plan.

REVISED PLANS

In response to feedback received from the Planning and Zoning Commission at the December and January meetings, the applicant has submitted revised plans. The revisions made to the proposal will be outlined in detail below.

Site Development Plan

Sheet A-1 of the Site Development Plan shows the open green space dedication in place of the formerly designated dog park at the rear of the site. Staff requested benches be added to this area for resident use and the applicant has shown them on the Site Concept Plan. Sheet A-1 shows the removal of all first-floor residential units and the parking spaces that will replace them under the building. The openings along the N. Graesser Road elevation will be fitted with decorative black metal grates to allow for airflow within the parking garage. This revision reduces the unit count to 147 from 157 while adding 10 additional parking space to the overall parking provided on site which brings the number up to 260 from 250. This reduction in unit count brings the total density for the development down to 34 units per acre. Also shown is the inclusion of a new island at the western Olive Boulevard entrance into the site in order to comply with MoDOT's recommendation that no left turns be allowed out of the site onto Olive Boulevard and instead must be routed through the site to the N. Graeser Road traffic light onto Olive Boulevard. The City's traffic Consultant, HR Green, reviewed the Site Development Plan and recommended signage be provided within the site to direct traffic to access N. Graeser Road for northbound left turns and to restrict the northbound left turns out of the site. The memo is provided as part of the material for the packet. The existing sidewalk configuration along Olive Boulevard next to the curb is proposed to remain; the applicant has not provided a detached sidewalk along Olive.



Figure 5: Detail of New First Floor Parking Under Building.

Landscaping Plan

Sheet L1.01 is the conceptual landscape plan for the development. This sheet includes revisions to the landscaping in several areas on site. In response to Planning and Zoning Commission feedback, Staff requested additional landscaping be installed along the Olive Boulevard frontage between the street trees and the parking lot to fill in the area and provide additional visual interest adjacent to the street. The applicant has provided additional shrubs, perennials and ornamental grasses. The landscaping along N. Graeser Road has been slightly adjusted to accommodate the change in first floor use and to place the plantings in order to help block headlight glare from the additional under building parking impacting N. Graeser Road. The retaining wall at the southern portion of the site has been altered to include a tiered design that allows for landscaping to be installed along the top of the wall to help break up the mass of the wall. Sheet L1.01 shows a 10-foot ledge at the top of the wall filled with decorative rock mulch and Green Giant Arborvitae installed. Staff has confirmed with the applicant that the integrity of the wall and the viability of the trees has been taken into consideration by the engineers and the landscape architect when choosing the tree species. A note has been added that an underground irrigation system will be installed.

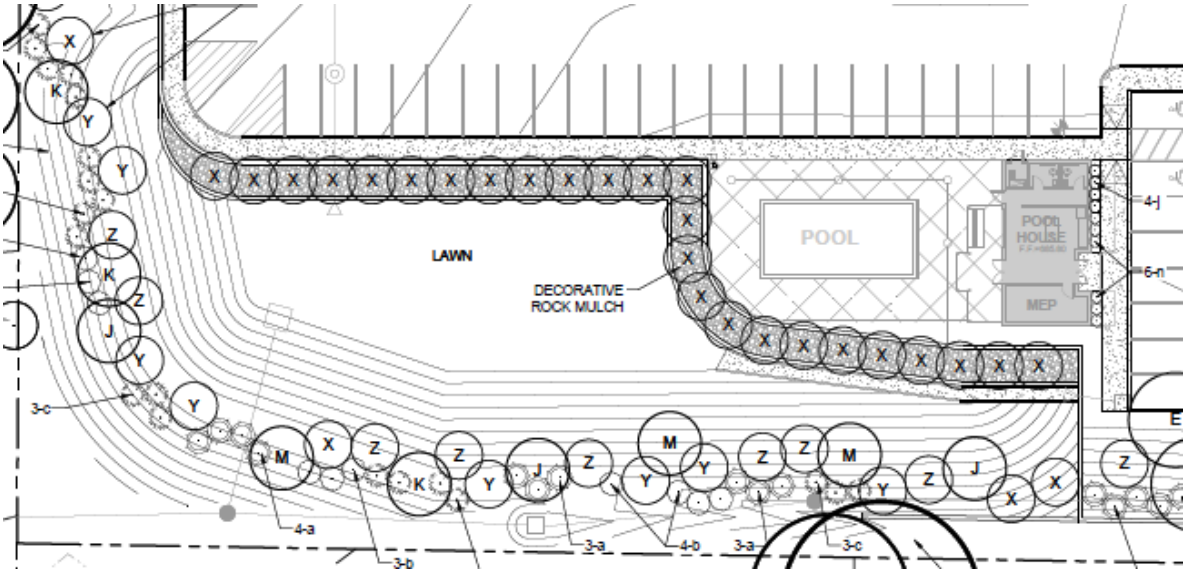


Figure 6: Proposed Landscaping on Tiered Retaining Wall.

Site Lighting

The parking lot pole lights are shown at a total height of 24 feet, including the base, which is in compliance with the requirements of Section 405.680 which allows a maximum height of 24 for non-residential zoning districts. The Commission could consider reducing the height of the light fixtures in the back parking lot if there are concerns with impacts to the adjacent residents. The color temperature of the exterior fixtures is also not specified. A condition of approval has been added to address this.

TRAFFIC IMPACT STUDY UPDATE

A traffic impact study was prepared based upon an agreed scope with representatives from MoDOT, City staff and the City's consulting traffic engineer. The traffic study examined the existing street networks, nearby intersections and existing traffic volumes based on observed traffic data collection. The existing traffic operations and intersection Level of Service (LOS) within the study area were determined to form a baseline. The study then considered the proposed development and assigned trip generation estimates based on the proposed land uses, pass-by trip assumptions, background growth rate, and traffic distribution assignments within the area. The traffic volumes were generated for the following scenarios: Construction Year 2026 No Build, Construction Year 2026 Build, Future Year 2036 No Build and Future Year 2036 Build.

The traffic impact study was updated in response to the applicant's decrease in the number of residential units from 157 to 147 in February 2026. The original October 2025 traffic impact study concluded that the development was projected to generate approximately 65 new inbound and outbound trips from the site during the morning peak hours and 94 new trips during the afternoon peak hours. Mid-day peak trip generation was approximately 63 inbound and outbound trips. The revised February 2026 traffic impact study concluded that the development is now projected to generate approximately 81 new inbound and outbound trips from the site during the morning peak hours and 91 new trips during the afternoon peak hours. Mid-day peak trip generation was approximately 62 inbound and outbound trips. The increase in the number of new inbound and outbound trips from the site during the morning peak hours are due to updating the square footage of the proposed restaurant from an estimated 3,000 square feet in the first traffic study to the accurate number of 3,472 square feet. This increase is nominal, does not change the intersections' functions and does not change the recommendation from the City's Traffic Consultant.

The study concluded with a recommendation that the northbound left turns from the western Olive Boulevard site entrance should be restricted to increase safety for roadway users and reduce delays and noted signal timing modifications along with implementing protected/permissive northbound and southbound left turn phasing at Graeser and Dautel could help reduce the delays along the side streets and improve overall intersection efficiency (p.38). MoDOT concurrence has been obtained based upon the earlier version which had higher residential unit counts. The City's consulting traffic engineer will be in attendance at the meeting to answer any questions.

PARKING STUDY UPDATE

The applicant has provided an updated parking study dated February 10, 2026 to include the increase in on-site parking and the decrease in proposed residential units. The applicant's engineering consultant, Lochmueller Group, reviewed the proposed development and parking spaces on site to determine if they are sufficient for the proposed mixed-use development. The original Parking Study dated October 21, 2025, explored the possibly of shared parking for the proposed uses. Per the requirements of Section 405.820 *Required Off-Street Parking Spaces*, the total required parking for this development under the Zoning Code would be 345 parking spaces. This number takes into account each use separately, the residential, retail and restaurant uses and assumes 100 seats in the restaurant. Section 405.800.G.4 allows for up to 50% of the required parking to be used jointly or shared among uses if approved by the Planning and Zoning Commission. The original parking study projected a peak parking stall occupancy of 93% during both the typical weekday and a typical Saturday. This peak would occur during the overnight/early morning hours when the residential parking demand is at its highest. 232 parking spaces were expected to be occupied, leaving a total of 18 parking spaces available. The revised Parking Study, which takes into account the decrease in proposed residential units from 157 to 147 and the increase in on-site parking from 250 to 260 proposed parking spaces, shows a projected peak parking stall occupancy of 82% during both the typical weekday and a typical Saturday. 214 parking spaces were expected to be occupied, leaving a total of 46 parking spaces available. This is an increase of 28 additional parking stalls now anticipated as a buffer during peak use times on site. Based on these findings, Lochmueller Group determined that the 260 parking stalls provided would be more than sufficient to address parking demand on site for all contemplated uses. The City's traffic Consultant, HR Green, reviewed the updated Parking Study and provided the following statement in a technical memorandum dated March 10, 2026, "The lower development density and additional parking spaces provided is expected to enhance the original plan. We are satisfied with the plan updates and have no further comments relate to the parking study." Both the Parking Study and the memo from the City's consultant were provided as part of the material with this packet. The City's consultant will be available at the meeting for discussion. The Planning and Zoning Commission should discuss the update to the parking study to determine comfortability with the increased amount of buffer parking spaces available on site at peak times.

DEVELOPMENT STANDARDS AND ALLOWABLE USES

As part of the requirements for the Planned Mixed-Use Development Zoning District procedure, the applicant has submitted proposed development and use standards that can be used to regulate the development of this site and to address future uses. If approved, these standards would control aspects of the development in lieu of the standard requirements of the zoning code. Staff has worked with the applicant to implement changes to both the development standards and the allowable uses for this site and we are mostly in agreement. The applicant has indicated to staff that they would prefer a limited-service restaurant use with a maximum seating of 100 be listed as a Permitted (by-right) use. The draft ordinance, as presented, limits seating to 50. Seating beyond that would require a conditional use permit. The Commission should discuss this further with the applicant to determine if changes should be made.

Many of the proposed standards correspond to the submitted Site Concept and Site Development Plan for Graeser Station such as maximum site coverage, maximum floor area ratio, setbacks, lighting, parking requirements, landscaping and buffering requirements, architectural requirements etc. The development standards document as recommended by staff requires a Master Sign Plan for the development approved by the Planning and Zoning Commission and City Council. The proposed uses will be regulated by Section 3 of the enabling ordinance for the development to mirror the uses currently allowed, either as a permitted use or a conditional use, under the existing GC-General Commercial zoning district for the commercial component with a few exceptions. The proposed uses and approval structure for the commercial component requires careful consideration given the shared parking arrangement. In consideration of parking requirements, one limited food and drinking establishment with no more than 50 indoor seats would be regulated as a permitted use while all other food and drinking establishments with more than 50 indoor seats would be regulated as a conditional use requiring Planning and Zoning Commission and City Council approval. Multi-family residential is listed as a permitted use to allow for the Graeser Station Planned Mixed-use Development. Uses such as New Car Dealers, Used Car Dealers, Motorcycle Dealers, RV Dealers and Boat Dealers, Tire Dealers, All Drive-in and Drive-Through Services (Excluding Food Services), Food Services and Drinking Places with Drive Through Services, Gasoline Stations with Convenience Stores, Passenger Car, Truck, Utility Trailer, and RV Rental and Leasing, All Auto Repair and Maintenance Uses, and Hotels and Motels are prohibited. No additional uses are allowed without further approval of the City.

ARCHITECTURAL DESIGN

Although all of the first-floor residential units have been removed and replaced with under building parking stalls, the overall height, footprint and design and massing of the building have not changed. The proposed building is 4 stories and approximately 55 feet in height. The current GC- General Commercial Zoning district allows buildings up to 3 stories or 45 feet in height. The exterior elevations employ design elements that are meant to reduce the visual impact of the overall massing of the 4-story building. The tallest point of the building is the corner element facing the intersection where darker materials will be used for the fourth floor in order to draw attention away from the height. Recesses in the elevations and material changes are proposed along both Olive Boulevard and Graeser Road elevations to visually break up the large expanse of each façade along the road. The Olive Boulevard elevation includes the retail storefronts and will include parking for the retail component between the building and the road. The Graeser Road elevation tapers down to 2 stories closer to the single-family residential uses to the south. The proposed materials include large format masonry used at the retail level, brick veneer and metal and Nichiha fiber cement wall panels in a neutral color palette. The Graeser Road elevations have been slightly altered to include decorative metal screening in first floor wall openings instead of windows to allow for ventilation of the parking area underneath.

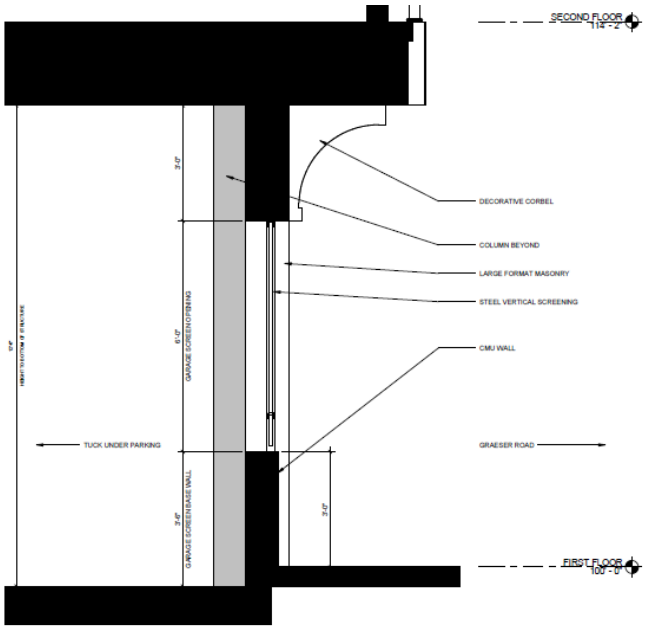


Figure 7: Detail of Window Openings in parking garage Facing N. Graeser Road.

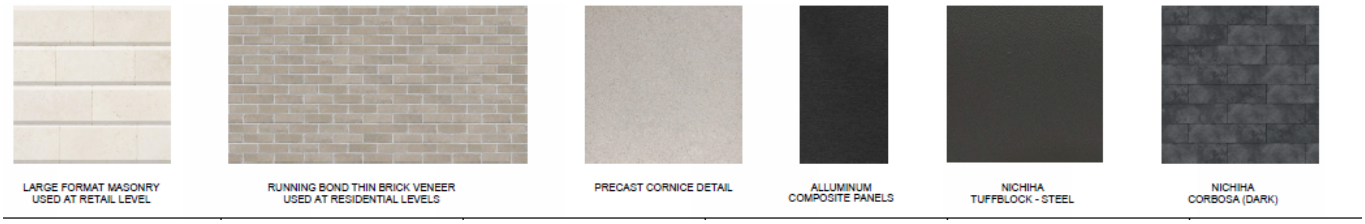


Figure 8: Proposed Materials.

BOUNDARY ADJUSTMENT PLAT

The applicant is seeking to consolidate 6 existing lots into a single, 4.42-acre lot in order to rezone and develop the lot for the Graeser Station Planned Mixed Use Development. The lots are addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road.

A boundary adjustment, which is not a subdivision plat, is possible when the following regulation from the Subdivision Code is satisfied:

> *410.030(D) Sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots, is exempt from the requirement of recording by plat; provided, however, that certification by the Planning and Zoning Commission shall be required prior to such sale or transfer. This certification shall be recorded with the title of the property by the St. Louis County Recorder of Deeds.*

This appears to be the case with the current application. A single owner is seeking to consolidation 6 adjoining lots into one new lot. The survey submitted indicates that the property changes will not create any non-conformities for the properties. As such and given the staff conclusion that the drawings are technically accurate the adjustment should be approved by the Planning and Zoning Commission, with the condition that the final drawing be prepared for signature and recording.

COMPLIANCE WITH PLANNED ZONING DISTRICT REVIEW CRITERIA

As discussed in the December 15, 2025 staff report, the proposed development meets several of the eligibility, public benefit, design criteria and review criteria requirements. The areas highlighted for further consideration and discussion by the Planning and Zoning Commission related to proposed density, and scale of the building, and the height of the retaining wall, and the proposed Parking Study, which also correlated to the majority of comments received from the Commission related to the proposal. The revised plans reduce the proposed density for the development from 35.6 units per acre to 33.4. While this new density of 33.4 units per acre is still considered "high-density" per the definition outlined in Table A, which considers anything over 20 units per acre "high-density," it represents a decrease in the proposed density from the original request for this site and is comparable to similar mixed-use developments along commercial corridors. The Planning and Zoning Commission should discuss if the reduction in the number of units satisfies density concerns and is in keeping with the direction of the comprehensive plan recommendations for the East Olive corridor.

Decreasing the number of residential units from 157 to 147 while also increasing the amount of proposed on-site parking from 250 to 260 parking spaces creates a larger number of buffer spaces available during the peak use periods as identified in the Parking Study. The buffer increased from 18 parking spaces available at the peak use times to 46 available. The Parking Study is allowed per Section 405.800.G.4 to share up to 50% of the required parking amongst uses if approved by the Planning and Zoning Commission. The design criteria for planned zoning district requires an efficient use of parking. Although Staff and the city's traffic consultant are comfortable with the proposed number of parking spaces available at peak times based on the parking study methodology and analysis, the Commission should discuss if the increase satisfies any concerns with parking provided based on demand as proposed in the Parking Study Please also refer to the draft ordinance which restricts restaurant uses with respect to floor area and seating and follows the requirements for most uses in the GC-General Commercial District.

The retaining wall proposed at a maximum of 38 feet and being located within the 35-foot residential buffer, while allowed, created a visual concern due to the mass of the wall so close to single-family residential uses. In their revised plans, the applicants have proposed tiering the wall to provide an additional row of landscaping to break up the wall and provide some visual screening. The tiering breaks the wall up into two roughly 17–18-foot sections and provides a 10-foot-wide ledge for Green Giant Arborvitaes to be planted.

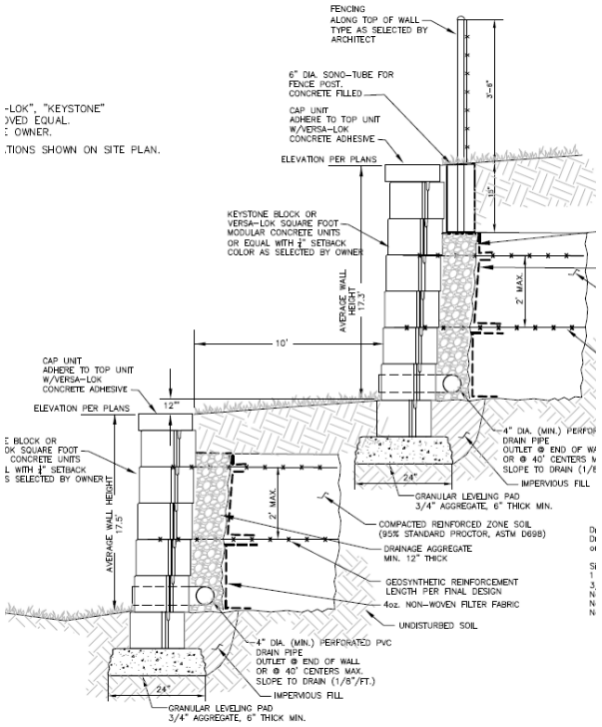


Figure 9: Tiered Retaining Wall Section.

REQUEST FOR INCENTIVES

The applicant has informed staff of their intention to request state-enabled financial incentives to support the development of this project. The City Council has been made aware of this anticipated request. The City Council will be reviewing an Incentive Policy Guide that is currently being prepared with the assistance of the City's planning consultant in the upcoming weeks. The use of this policy guide and any consideration of financial incentives is under the purview of the City Council.

SUMMARY AND CONCLUSION

The proposal represents a substantial change for this site and within the East Olive corridor and would set the tone for development in the corridor. As fully reviewed in the Staff Report for the December 15th meeting and provided in summary in this staff report, there are many facets to consider with a planned zoning district request, that would be unique to this project. The developer has submitted revisions to address several aspects of concern to the Commission. The Commission's task is to consider these changes and determine if the prior concerns have been sufficiently addressed and that the project meets the requirements of the Planned Zoning District procedure, is an appropriate development for the site, and carries out the vision and goals of the Comprehensive Plan.

Staff recommends that the Commission accept the presentations from the applicant and staff, hear any new comments from residents at the public hearing, and upon conclusion of the public hearing, the Commission should deliberate on the components of this request: The draft Rezoning Ordinance, Proposed Development Standards and Uses, Site Concept Plan, Site Development Plan, and Boundary Adjustment Plat. Staff will be prepared to present this information at the meeting in order to assist the Commission with its recommendation to the City Council.

ACTION

If the Planning and Zoning Commission finds the Rezoning Ordinance, Development Standards and Use Table, Site Concept Plan, and Site Development Plan to be in conformance with the regulations of the Section 405.390 Planned Zoning District, it may vote to recommend approval to the City Council. Any changes to the motion or Draft Ordinance should be discussed and made by separate actions. The Commission may also vote to recommend denial to the City Council or request further changes by the applicant or continue the request for additional information.

Approval of the Boundary Adjustment Plat must be made by separate motion listed below.

MOTIONS

The following is an example of an appropriate affirmative motion for the Rezoning, Site Concept Plan and Site Development Plan applications:

> "I move to recommend approval to the City Council on applications #25-034 and #25-035, of the rezoning, site concept plan and site development plan for the Graeser Station Planned Mixed-Use Development, subject to the conditions discussed in the Staff Report and Draft Ordinance for the meeting of March 16, 2026" (conditions may be added, eliminated, or modified by preceding motion).

If the members of the Planning Commission are satisfied that the requested boundary adjustment meets the applicable requirements of the Subdivision Code, the Planning Department staff request that a final decision be voted upon. The following is an example motion for this application:

> "I move to approve the boundary adjustment attached to the staff report on application #25-035 for the meeting of March 16, 2026, subject to the condition that a final drawing be prepared for signature and recording." (Conditions may be added, eliminated, or modified by preceding motion)

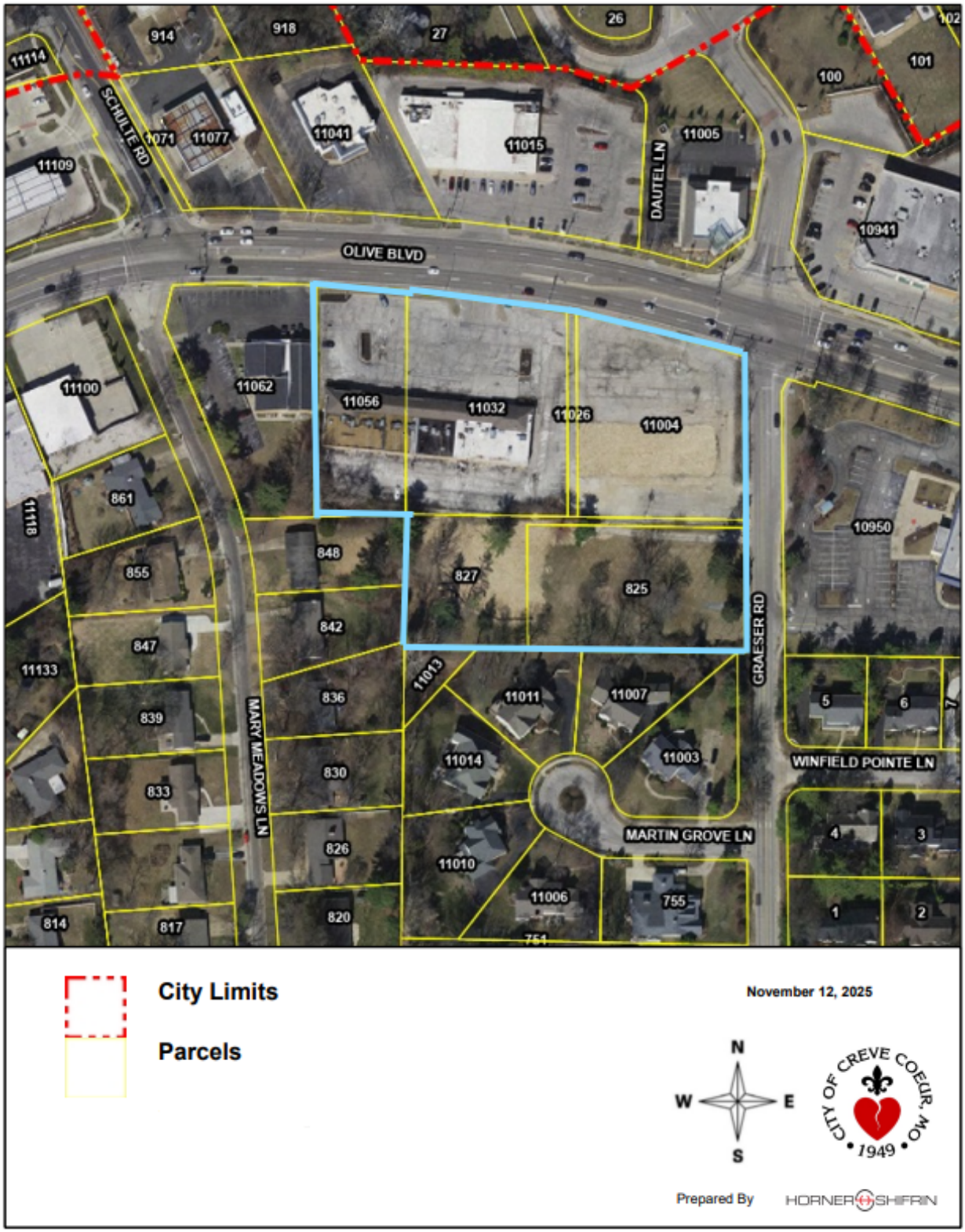
APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL MAP



BILL NO. 6214 **ORDINANCE NO. _____**

AN ORDINANCE AUTHORIZING A CHANGE OF ZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT AND APPROVING THE SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN FOR SUCH DEVELOPMENT ON THE APPROXIMATELY 4.42 ACRE PROPERTY LOCATED AT 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD

WHEREAS, Mr. Garrison Hassenflu, of Garrison Companies, has submitted an application to amend the Official Zoning Map of the City of Creve Coeur to change the zoning on the property of approximately 4.42 acres located at 11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road, from "GC" General Commercial District to "PMD" Planned Mixed-Use Development District for the Graeser Station Development; and

WHEREAS, in accordance with Section 405.390 of the Zoning Ordinance, the applicant has submitted the Site Concept Plan and Site Development Plan for the Graeser Station development on the subject property to the Department of Community Development; and

WHEREAS, a "PMD" Planned Mixed-Use Development district is a Planned Zoning District that will allow a unique mixture of commercial, residential, and service uses subject to the criteria set forth in Section 405.390, Planned Zoning Districts, of the Zoning Code, the terms of this ordinance, and the conditions of approval; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, December 15, 2025, beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said application; and

WHEREAS, notice of said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and otherwise posted and published in accordance with the Zoning Ordinance; and

WHEREAS, the Commission resumed the public hearing on January 20, 2026; and

WHEREAS, the applicant revised its application; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on March 16, 2026 beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said revised application; and

WHEREAS, notice of said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and otherwise posted and published in accordance with the Zoning Ordinance; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a 3-2 vote, failed to recommend approval of the rezoning, Site Concept Plan and Site Development Plan at its meeting on March 16, 2026, because City Code Section 405.1030.D requires a minimum of four affirmative votes for recommendation of approval; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council being fully informed finds that rezoning the property as set forth herein would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice; and

WHEREAS, the City Council further finds that the proposed development is eligible for consideration to be a Planned Mixed-Use Development under the planned zoning district process, because it exceeds three acres in size, could not be approved under any other Zoning District, is currently zoned “GC” General Commercial District, and the applicant has provided credible evidence that the proposal substantially complies with the purpose, objectives and provisions of Section 405.390 and is generally consistent with the applicable provisions of the Comprehensive Plan, subject to the terms and conditions of approval set forth herein; and

WHEREAS, the City Council further finds that the proposed development as described in the Site Concept Plan meets the applicable design criteria set forth in Section 405.390.F.6(a) as hereby supplemented, modified and superseded and will provide sufficient public benefits as required by Section 405.390.E; and

WHEREAS, the City Council further finds that the Site Development Plan substantially complies with the Site Concept Plan and otherwise meets the requirements of Section 405.390.H subject to the conditions of approval set forth herein:

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, Missouri, as follows:

SECTION 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the approximately 4.42 acre property located at 11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road, from “GC” General Commercial District to the Graeser Station “PMD” Planned Mixed-Use Development District, subject to the regulations, requirements and conditions stated herein, which property is more specifically described on **Exhibit A** attached hereto.

SECTION 2: The zoning and development regulations of the Graeser Station PMD District shall be as set forth on **Exhibit B** attached hereto.

SECTION 3: The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted or conditional uses in the Graeser Station PMD as indicated:

1. Multi-family residential (Use Code CC814140): Permitted

2. Commercial uses listed in Section 405.210 Table A: Permitted and Conditional Uses for the "GC" General Commercial District, except as follows:

   a. Food Services and Drinking Places—NAICS 722410, 722511, 722513, 722514, and 722515 shall require a Conditional Use Permit, except that one (1) Limited-Service Restaurant NAICS 722513 occupying a ground floor space no greater than 3,500 square feet with a maximum of 100 interior seats shall be a Permitted Use.
   b. The following uses are specifically prohibited in the Graeser Station PMD:
      1) New Car Dealers, Used Car Dealers, Motorcycle Dealers, RV Dealers and Boat Dealers — NAICS 441110, 441120, 441221, 441210 and 441222
      2) Tire Dealers NAICS 441320
      3) All Drive-in and Drive-Through Services (Excluding Food Services) CC442100
      4) Food Services and Drinking Places (NAICS 722) with Drive-Through Services
      5) Gasoline Stations with Convenience Stores—NAICS 447110
      6) Passenger Car, Truck, Utility Trailer, and RV (Recreational Vehicle) Rental and Leasing—NAICS 532111, 532112 and 532120
      7) All Auto Repair and Maintenance Uses—NAICS 811111 through 811198
      8) Hotels And Motels — NAICS 721110

3. Accessory Uses and Structures shall not be allowed unless expressly identified on the approved plans.

4. No other uses shall be allowed without further approval of the City.

SECTION 4: The Site Concept Plan submitted for Graeser Station dated March 3, 2026, and attached hereto as **Exhibit C** is hereby approved, subject to the zoning and development regulations provided in Exhibit B and the following conditions:

1. All improvements for traffic mitigation as recommended by the Traffic Impact Study with a revised date of February 2026 prepared by HR Green shall be installed and approved by MoDOT and the City's Department of Public Works

prior to approval of a final occupancy permit by the Building Division in association with building construction.

SECTION 5: The Site Development Plan submitted for Graeser Station dated March 3, 2026 and attached hereto as **Exhibit D** is hereby approved subject to the zoning and development regulations provided in Exhibit B and the Site Concept Plan provided in Exhibit C, in lieu of a separate resolution, subject to the following conditions:

1. The Boundary Adjustment plat as approved by the Planning and Zoning Commission at its March 16, 2026 meeting, consolidating all existing lots into a single lot, shall be prepared for the appropriate signatures and recorded by the applicant in the office of County Recorder of Deeds. with proof of recording submitted prior to the issuance of any construction permits by the City of Creve Coeur.

2. The Applicant shall submit Site Improvement Plans, showing all site improvements, to the Department of Public Works for review and issuance of a Site Improvement Permit. The Site Improvement Plans shall be in substantial conformance with the “Site Development Plan” dated March 3, 2026 in conjunction with Applications #25-034 and #25-035 by Grimes Consulting. All regional, state and federal agency approvals shall be submitted to the Department of Public Works prior to the City’s issuance of a site improvement permit.

3. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the Elevations dated March 3, 2026, as bound together and submitted in conjunction with Applications #25-034 and #25-034 by HDA Architects.

4. A final landscape plan shall be submitted no later than submittal of construction plans in accordance with the requirements of Section 405.540.E. for staff approval in substantial compliance with the Conceptual Landscape Plan prepared by Loomis Associates dated March 3, 2026.

5. The Applicant shall submit a revised Photometric Plan and revised lighting standards to include light poles not to exceed 16 feet in total height south of the building.

6. Hours of operation for the pool area shall be from 10:00 AM to 10:00 PM with quiet hours starting at 9:00 PM daily. The pool shall be open for the season from Memorial Day weekend through Labor Day weekend. A sign setting forth these hours of operation shall be posted at the entrance to the pool area.

SECTION 6: This Ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter but not prior to the Ordinance and the approved Site

BILL NO. 6214 **ORDINANCE NO. _____**

Concept Plan and Site Development Plan being recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued. If said Ordinance and Plans are not recorded within one (1) year of the date of approval, the Ordinance shall be deemed repealed and the approval of the Plans shall be deemed revoked. This Ordinance, the Site Concept Plan, and Site Development Plan shall govern the development and use of the subject property and no development or use, other than temporary uses allowed by the Zoning Code, shall be permitted within the area of the Graeser Station Planned Mixed-Use Development District. The Site Concept Plan as herein approved shall be valid for a period of eight (8) years from the date hereof, unless extended as provided in Section 405.390.N. The Site Development Plan as herein approved shall be valid for twelve (12) months from the date hereof, subject to the provisions of Section 405.390.N. All building permits shall conform to the provisions of the Graeser Station PMD District and the approved Site Concept Plan and Site Development Plan.

ADOPTED THIS _____ DAY OF_____, 2026.

_____
MARK MANLIN
PRESIDENT OF CITY COUNCIL

APPROVED THIS____ DAY OF_____, 2026.

_____
DR. ROBERT HOFFMAN
MAYOR

ATTEST:

_____
KELLIE HENKE, MRCC
CITY CLERK

Graeser Station Development Standards

All provisions of the City of Creve Coeur, MO City Code shall apply to this Planned Mixed-Use Development (PMD) District (subject to the terms thereof) except as specifically modified herein. Where a conflict arises between any provision of these standards and the City Code, these standards shall prevail.

SPECIFIC CRITERIA

A. PERMITTED USES

Permitted and Conditional Uses within the PMD shall be as provided in the ordinance establishing the Graeser Station Planned Mixed-Use District

B. DIMENSIONAL REGULATIONS

1. Maximum Site Coverage.

   a. Maximum site coverage shall not exceed 64%.

2. Maximum Floor Area Ratio (FAR).

   a. The Maximum Floor Area Ratio for the PMD District shall not exceed 0.85.

C. BULK REGULATIONS

1. Setback and Building Line Requirements are as shown on the approved Site Concept Plan.

2. Density Regulations:
   a. Maximum number of residential dwelling units per acre: Thirty-four (34)

D. PARKING AND LOADING REQUIREMENTS

1. Parking Requirements:
   a. 260 Parking Spaces shall be required as per the approved Site Development Plan

2. Loading Requirements:
   a. The loading spaces and zones shall be required as per the approved Site Development Plan

E. LANDSCAPE, BUFFERING AND TREE REQUIREMENTS

1. The property owner shall maintain a minimum 35’ landscape buffer along the southern boundary of the property that shall be robustly vegetated and maintained as provided in the approved Final Landscape Plan.

2. All medians greater than 4' in width (3' of plant-able space) within the development are required to be landscaped and irrigated and must be maintained by the property owner.

3. All landscaped areas shall be provided with an underground irrigation system.

F. SIGN REQUIREMENTS

1. Signage shall be provided in accordance with a comprehensive plan of signage submitted to the City and approved by the Planning and Zoning Commission and City Council in accordance with Section 405.955 Master Signage Plans of the Creve Coeur Sign Regulations. The comprehensive plan for signage shall show the location, size, height, extent and design of all proposed signs, including directional signage to properly direct traffic to the access drive along Graeser Road and to restrict left turn lanes at the western entrance along Olive Boulevard.

G. LIGHTING REQUIREMENTS

1. Exterior lighting shall be provided and maintained in accordance with the requirements of Section 405.680 Lighting. Parking lot light standards shall not exceed 24-feet in height, including the base of the pole, except light standards located south of the building shall not exceed 16-feet in total height.

H. ARCHITECTURAL REQUIREMENTS

The architectural exterior building elevations shall substantially conform with respect to design, color, and materials as shown on the approved Site Development Plan.

1. Trash enclosures: The location, material, and elevation of any trash enclosure will be as approved on the Site Development Plan. Trash receptacles shall be located indoors for residential units and may be outdoors for commercial units if enclosed with an eight (8) foot high sight-proof enclosure constructed with materials that match the building.

2. Rooftop mechanical equipment shall be integrated into the architectural parapets so as to be screened from all adjacent properties and rights-of-way.

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development from external roadways shall be as shown on the approved Site Concept Plan and as directed by the City of Creve Coeur, and the Missouri Department of Transportation, as applicable.

2. A future cross-access easement shall be as shown on the Site Concept Plan and Boundary Adjustment Plat to provide future cross access with the adjacent lot to the West. At such time the adjacent property is redeveloped, the Graeser Station property owner shall be required to engage with the adjacent property owner to coordinate and provide shared cross access to Olive Road and Graeser Road across the two properties.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide sidewalks, conforming to Americans with Disabilities Act (ADA) standards, along all frontages of the site as shown on the approved Site Concept Plan.

2. Pedestrian circulation to be as shown on the approved Site Concept Plan.

3. All traffic mitigation recommendations of the Traffic Impact Study as Revised February 2026 and prepared by HR Green shall be implemented and approved by MoDOT and/or the City of Creve Coeur prior to a final occupancy permit.

K. PUBLIC ART REQUIREMENTS

1. A separate public art package shall be required and follow the City of Creve Coeur review processes for public art which include review and recommendation by the City's Arts Committee to the Planning and Zoning Commission with City Council approval of public art agreements for public access easements and owner maintenance.

Re: Graeser Station – PMD Redevelopment Plan Submission (Olive Blvd & Graeser Rd)

To the City of Creve Coeur, the Planning and Zoning Commission, and Planning Staff,

We are pleased to submit the final Planned Mixed-Use Development (PMD) redevelopment plan for the Graeser Station site at the intersection of Olive Boulevard and Graeser Road in the East Olive Corridor. This plan represents the culmination of ten months of collaboration with City staff, officials, the Planning and Zoning Commission, and nearby residents. Through this process, the development team worked closely with the City and community to refine the project, respond to feedback, and align the design with the City's Comprehensive Plan vision for a walkable, mixed-use corridor. The enclosed materials reflect the result of that effort.

Graeser Station proposes the redevelopment of an underutilized commercial property into a coordinated, pedestrian-oriented project that strengthens corridor identity and provides a thoughtful transition to adjacent single-family neighborhoods. The plan includes a high-quality, well-designed building with 147 multifamily apartment units and first-floor commercial space intended for neighborhood-serving retail and restaurant uses. Consistent with the East Olive Corridor vision, the project reinforces the Olive Boulevard streetscape with active frontage, locates parking primarily to the rear, and improves overall streetscape character.

This final plan incorporates substantial refinements made directly in response to Planning Commission and neighborhood feedback. Since the initial proposal, the residential program has been reduced from 172 units to 147 units (down from 157 in the prior submission), lowering overall site intensity and building mass. This reduction was strategically achieved by removing all first-floor residential units, allowing the building design to provide additional under-building parking spaces. As a result, on-site parking has increased from 250 to 260 spaces, providing more than 40 spaces above peak parking demand.

In addition, the dog park has been removed and will instead remain open green space for momentary resident use. The development will also implement clear operational pool policies focused on safety, noise control, and respectful use.

Most importantly for adjacent homes, along the southern edge of the site, the project exceeds required greenspace buffers and incorporates dense layered landscaping and a refined two-tiered retaining wall with vegetated screening to ensure privacy and compatibility with nearby residential properties.

We appreciate the thoughtful engagement throughout this process and look forward to continuing to work with the City of Creve Coeur to deliver a high-quality development that reflects the City's vision and serves the community for years to come.

Planned Mixed-Use Development (PMD) Submission

Graeser Station

City of Creve Coeur, Missouri

February 6, 2026

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V. **Community and City Engagement** 18

I. Section 405.390 A. Purpose

"The purpose of the Planned Zoning District is to allow a development project that is proposed on a single lot or multiple lots to be constructed in one (1) or more phases that is unable to meet the established zoning criteria due to project size, phasing, configuration, site conditions, or particular design features. The Planned Zoning District provides a mechanism to facilitate innovative design, solve problems on difficult sites, meet market niches, encourage housing in different forms and price ranges, promote well-designed developments, and encourage infill and redevelopment within the City."

Steadfast City Economic & Community Partners has been engaged by the proposed developer to provide planning economic development consulting services. The proposed PMD submission is an L-shaped mixed-use building set to be constructed along the Olive Boulevard and Graeser Road intersection, located in the East Olive Corridor. The building consists of 147 multifamily apartment units and a mix of commercial space on the first floor for retail and restaurants.

II. Section 405.390 B. Objectives

1. Fulfillment of the goals and objectives of the Comprehensive Plan

The project advances the plan's vision for the East Olive Corridor as a reinvestment area that encourages context-sensitive mixed-use redevelopment, improved pedestrian connectivity, and enhanced corridor identity.

The Comprehensive Plan establishes several key objectives applicable to this site, including:

- Promoting medium-density residential development as a transition between single-family neighborhoods and higher-intensity commercial corridors;
- Reinforcing the East Olive Corridor's role as a mixed-use, pedestrian-friendly district;
- Encouraging high-quality architectural and site design that improves corridor aesthetics and livability;
- Enhancing connectivity, walkability, and access for residents and visitors; and
- Supporting efficient land use and infrastructure investment that contributes to the city's economic vitality.

Medium Density Alignment

The Comprehensive Plan identifies the East Olive Corridor as an area suited for mixed-use and medium-density residential development, emphasizing multifamily housing and a two- to four-story format. Comparable nearby communities provide useful context: for instance, the City of Clayton has defined "mid-density multi-family"

as roughly 25–45 dwelling units per acre, and existing high density at over 54 units per acre in various neighborhoods across their municipality, particularly around commercial corridors. While densities vary depending on context and corridor designation, this example highlights the applicability of a ~35 du/ac scale in a corridor redevelopment setting.

Comparable multifamily developments along or near Olive Boulevard reflect a similar or greater range of densities, confirming the project's fit within the evolving corridor context:

Development	Address	Units / Acre	Beds* / Acre
The Nest	10819 Olive Blvd	20	38.1
The Vue	1001 Old Olive Way	23	100.8
Olive & Graeser	Subject Property	33.4	34.8
Vanguard Heights	10362 Old Olive	48	69.7
Kings Landing	618 N New Ballas	49	81.5
The Oliver	9473 Olive Blvd	64	81.8

*For the purposes of this analysis, studio units are counted at 1 bedroom

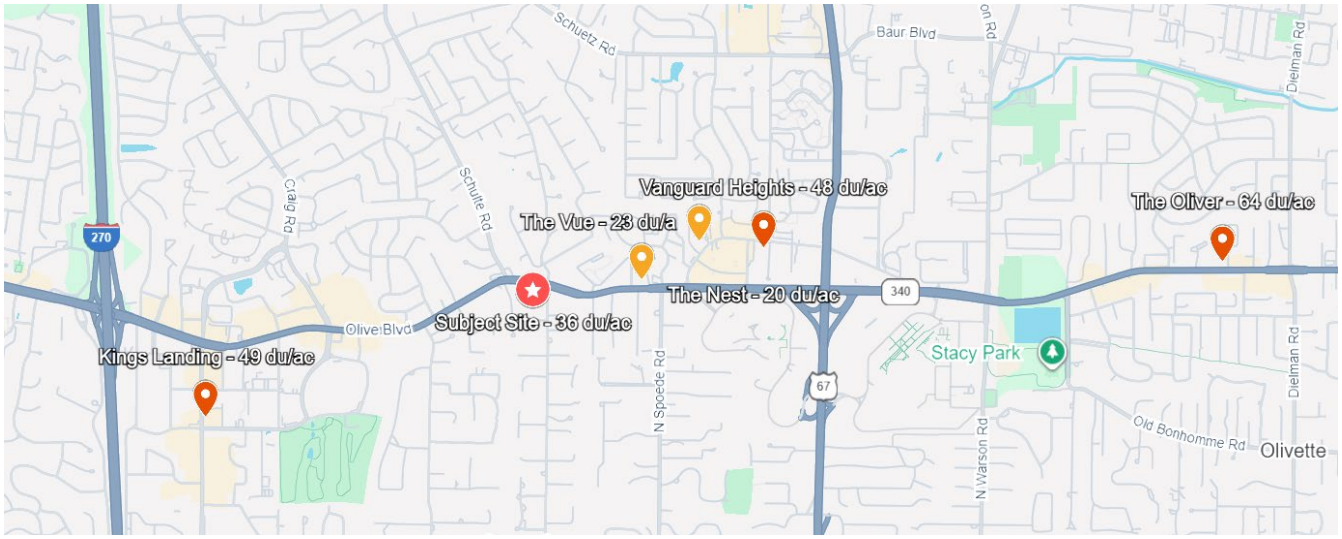


Figure 1: Map showing variable density multi-family developments

Additionally, while units per acre is the conventional measure of density, it does not always capture the true residential intensity of a site. A more refined metric of beds per acre better represents the number of people the development accommodates. When viewed through this lens, Graeser Station maintains a balanced residential intensity relative to other corridor properties.

For example, although the project provides a medium 33.4 dwelling units per acre, its 33.8 beds per acre is substantially lower than nearby developments such as The Vue

(100.8), which only shows 23 units per acre. This demonstrates that, despite the lower unit per acre count and the similar building forms, the proposed Graeser Station project supports fewer residents per acre than many peer developments.

In addition to unit and bedroom density, medium-density development typically ranges from two to four stories in height. The proposed building is consistent with this pattern. Just to the east, The Nest (10809 Olive Blvd) and the office building at 10845 Olive Blvd both rise three to four stories, while to the west, the office and medical building at 11330 Olive Blvd reaches a greater height of 6 stories, reinforcing the corridor's established vertical scale.

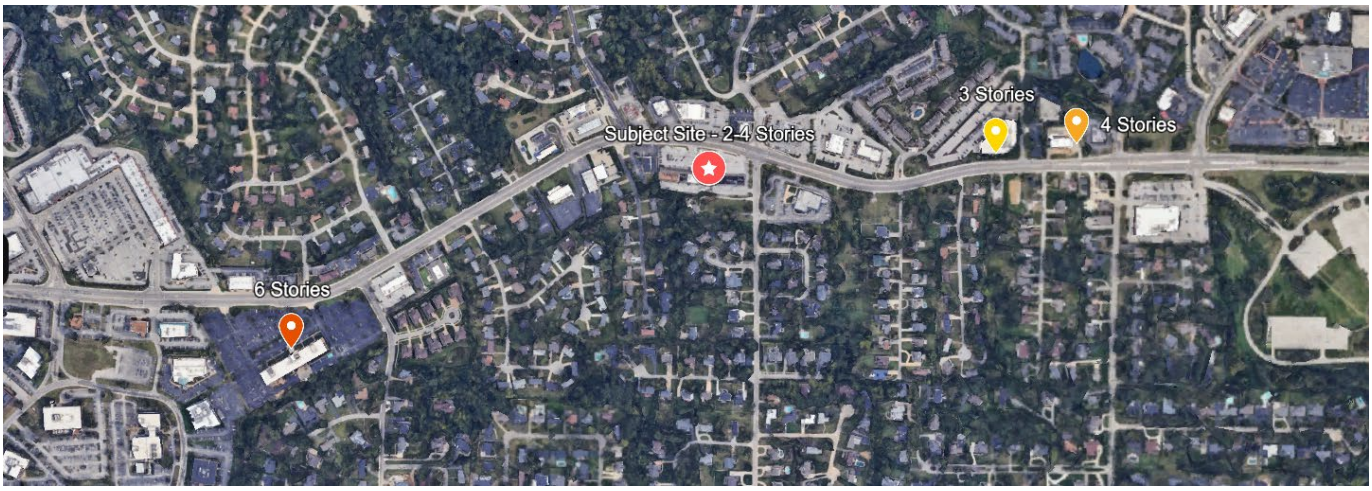


Figure 2: Map showing nearby height comparable properties

While achieving corridor-appropriate residential density, the building massing steps down toward the southern edge to maintain compatibility with adjacent single-family neighborhoods. This transition, paired with a landscaped buffer that exceeds 35 feet in most areas, ensures that the development's medium density remains reasonable in both cross-section and footprint. The result is a context-sensitive edge that protects neighborhood character while supporting reinvestment along Olive Boulevard.

Frontage Recommendations – Primary Streets (Olive Blvd)

Consistent with the Comprehensive Plan's East Olive Corridor vision, the Olive Boulevard frontage reinforces a cohesive, pedestrian-oriented streetscape and contributes to an active, visually unified corridor.

Uniform Setbacks: The building frontage maintains a consistent setback, creating a defined street edge and reinforcing the corridor's orderly, urban character.

Primary Entrances Facing the Street: All main entrances face Olive Boulevard, strengthening the relationship between the building and the public realm while encouraging pedestrian activity and visibility.

Parking to Side/Rear: Parking is located primarily to the side and rear, preserving the character of the Olive frontage and supporting an engaging, pedestrian-friendly edge.

Pedestrian Amenity Zone: A continuous zone of sidewalks, street trees, lighting, and landscaping parallels the façade, enhancing comfort and creating a clear buffer between parking and pedestrian spaces.

Consistent Streetscape Elements: Street trees, lighting, and coordinated furnishings are designed to match corridor standards, ensuring a unified streetscape along Olive Boulevard.

Outdoor / Retail Amenities: The corner plaza at Olive and Graeser, along with restaurant frontage, provides space for outdoor seating and community gathering, reinforcing corridor identity and activating the streetscape.

Frontage Recommendations – Secondary Streets (Graeser Rd)

Consistent with the Comprehensive Plan's goals for neighborhood transitions, the Graeser Road frontage emphasizes compatibility, connectivity, and visual buffering between the corridor and adjacent residential areas.

Contextual Setback: The building maintains an appropriate setback along Graeser Road, providing enhanced landscaping and a clear buffer between the development and nearby residential properties.

Residential-Facing Design: Façades along Graeser feature articulated massing and landscaping to soften views and maintain compatibility in scale and materials with adjacent homes.

Parking Access and Circulation: Parking is accessed from Graeser and internal drives, reducing curb cuts on Olive and maintaining efficient site circulation.

Pedestrian Connectivity: A continuous sidewalk and landscaped walkway along Graeser connect residential entries to the Olive and Graeser plaza, supporting safe and direct pedestrian movement.

Screening and Buffering: A landscape buffer exceeding 35 feet along the southern edge provides privacy and a visually comfortable transition to adjoining residential uses.

Site Design and Neighborhood Interface

The site layout reflects the Comprehensive Plan's goal of creating connected, livable development patterns that link activity areas while respecting adjacent neighborhoods.

Pedestrian Walkways & Access: Direct pedestrian routes connect public sidewalks, building entries, and parking areas, reinforcing the Plan's emphasis on walkability and internal circulation.

Residential Interface: A deep, landscaped buffer along the southern edge maintains privacy and provides a green transition to adjacent single-family homes, consistent with the Plan's neighborhood compatibility objectives.

Sustainable Design: Native landscaping, bio-retention, and energy-efficient lighting demonstrate the Plan's call for environmentally responsible development that contributes to corridor livability.

Visual Quality: Building form, materials, and articulation are intentionally aligned with the City's adopted Design Guidelines, ensuring a cohesive aesthetic and durable, high-quality appearance along the corridor.

Mobility and Connectivity Framework

The project supports the Comprehensive Plan's vision for safe, connected, and multimodal corridors that balance access, efficiency, and pedestrian comfort.

Access & Circulation: Access from Olive Boulevard and Graeser Road is designed for safe, efficient circulation serving residents, retail patrons, and service vehicles.

Curb Cut Coordination: Driveway consolidation along Olive Boulevard and alignment with the Credit Union entrance on Graeser support the Plan's vision of a coordinated, well-functioning corridor network.

Pedestrian Connectivity: A continuous pedestrian network links sidewalks along Olive and Graeser to building entrances, the public plaza, and rear parking, ensuring safe internal circulation and strong connections to the broader corridor network.

Landscape Framework and Neighborhood Transition

The Comprehensive Plan for Creve Coeur's East Olive Corridor calls for *green infrastructure and landscape character* that both strengthens the corridor's urban form and softens transitions to neighborhoods.

The landscape design balances the urban, walkable character envisioned for Olive Boulevard with a transitionary, green edge along Graeser Road and the southern property line. Together, these elements reinforce the Comprehensive Plan's goal of creating attractive, livable corridors that respect adjacent neighborhoods.

Corridor Canopy Enhancement: Along Olive Boulevard, street trees and layered landscaping establish a consistent green framework that supports the corridor's urban form while contributing shade, comfort, and visual continuity.

Transition Along Graeser: The Graeser frontage incorporates deeper setbacks, tree groupings, and landscape layering that reduce building scale and create a softer, more residential-facing edge.

Neighborhood Buffer: A generous landscape buffer exceeding 35 feet along the southern boundary provides separation, privacy, and a visual transition to the adjacent neighborhood, reinforcing compatibility between corridor reinvestment and existing homes.

Green Space Preservation

The project supports the Comprehensive Plan's goal of integrating green space and open areas within reinvestment corridors to enhance visual quality, permeability, and livability. Significant landscape setbacks along the southern edge and enhanced setbacks to the east along Graeser Road provide clear transitions and respectful buffers that reinforce neighborhood compatibility and community cohesion. These green areas soften building massing, support stormwater infiltration, and create a comfortable human scale. They function as both environmental assets and visual transitions that strengthen corridor character and ensure a balanced relationship with the adjacent neighborhood.

2. **Creation of a more desirable environment than would be possible through application of conventional City land use regulations;**

The proposed PMD establishes a more desirable, context-sensitive environment than conventional zoning could achieve. The PMD framework enables cohesive building placement, enhanced pedestrian circulation, and shared access that strengthen the connection between Olive Boulevard and surrounding neighborhoods.

Key features, such as the corner plaza, a covered pass-through walkway, and expanded landscape setbacks, create an inviting pedestrian realm and visual gateway consistent with the East Olive Corridor's vision. Tailored setbacks and step-down massing preserve a strong street presence while protecting adjacent homes through generous buffers and screening. The site's medium-density scale (36 units per acre) balances corridor housing goals with neighborhood compatibility.

High-quality architecture, coordinated landscaping, and controlled access drives elevate the project's character beyond what base zoning could provide. Reduced curb cuts and internal circulation improve safety and connectivity, while the public-facing plaza and outdoor dining create active, social spaces along Olive.

Together, these design and planning elements deliver a cohesive, walkable, and visually engaging development; one that transforms an underutilized site into a community asset and exemplifies the purpose of the PMD district.

3. **Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;**

The project demonstrates a creative design approach that transforms a challenging infill site into a distinctive mixed-use destination. Guided by community and City feedback, the plan uses architectural variety, high-quality materials, and public-facing open space to create a more engaging and visually appealing environment than conventional development would yield.

At the Olive and Graeser corner, a public plaza serves as a focal point. Featuring outdoor seating and landscaping that invite community interaction and reinforce the corridor's pedestrian identity. A covered pass-through walkway connects rear parking to Olive, combining shade, safety, and activity in a way that activates both street fronts.

Façade articulation, depth variation, and durable masonry materials provide a balanced, modern aesthetic that maintains human scale and visual rhythm. Integrated landscaping with native species and layered plantings softens building edges and enhances year-round interest.

Lighting, signage, and pedestrian furnishings are coordinated to ensure comfort and consistency, while step-down massing and generous setbacks maintain compatibility with nearby homes. Collectively, these design strategies embody the City's Design Guidelines and community priorities, creating a cohesive, high-quality environment that blends function, beauty, and neighborhood respect.

4. **Combination and coordination of architectural styles, building forms and building relationships;**

The project's architecture, landscape, and site design are deliberately coordinated to produce a cohesive and context-sensitive composition along Olive Boulevard and Graeser Road. The building's contemporary form and refined materials establish a consistent visual language that complements surrounding corridor development while maintaining compatibility with adjacent residential areas.

A strong base of durable masonry grounds the structure, while upper levels use high-density fiber cement panels and subtle color transitions to create depth and visual rhythm. The façade employs a clear hierarchy of horizontal and vertical articulation, aligning with nearby mixed-use and multifamily developments to maintain corridor continuity.

Along the southern/eastern edges, the building steps down in height and incorporates layered landscaping to ease transitions toward single-family neighborhoods. This massing strategy ensures that the project's medium-density scale remains visually balanced and contextually appropriate given its proximity to nearby residential neighborhoods, primary streets, secondary streets, and commercial properties.

Architectural detailing, lighting, signage, and landscape elements are integrated through a unified design vocabulary, reinforcing the site's sense of place and identity. The result is a coordinated built environment that feels intentional from every vantage point—one that enhances the Olive Boulevard streetscape, strengthens neighborhood connections,

and fulfills the City's objective of promoting cohesive, high-quality design within the East Olive Corridor.

5. **Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;**

   The proposed redevelopment preserves and enhances the site's most valuable physical and contextual characteristics by introducing meaningful landscape buffers, sustainable infrastructure, and improved visual quality throughout. The plan transforms an aging, largely unoccupied and underutilized property into a balanced mix of green space, walkable circulation, and thoughtfully scaled architecture that complements its surroundings.

   Along the southern boundary, a 91-foot setback with layered landscaping and a notable grade change create both a visual and physical buffer to adjacent single-family homes. Tree canopy coverage, native plantings, and bio-retention areas enhance ecological function while improving stormwater management. These sustainable features reduce runoff and heat gain and create a softer, more natural edge condition.

   Building orientation and grading maintain open view corridors along Olive Boulevard and reinforce a strong street presence without overwhelming adjacent parcels. The corner plaza and new landscape areas introduce welcoming public space, transforming a previously utilitarian commercial site into a neighborhood asset.

   Pedestrian-scale lighting, coordinated signage, and screened service areas further improve safety and appearance, while the integrated design of landscape, architecture, and open space ensures a cohesive aesthetic. The result is a redevelopment that not only respects the site's context but also enhances its environmental performance, visual character, and long-term compatibility within the East Olive Corridor.

6. **Use of design, landscape or architectural features consistent with the City's design guidelines; and**

   The project has been carefully refined to meet the intent of the City's Design Guidelines and to reflect direct feedback from the Planning Commission, City staff, and residents of the adjacent neighborhood. Revisions to the original plan—including a larger corner plaza, increased setbacks, enhanced landscape screening, and more articulated façades—were guided by the community's desire for improved visual quality, buffering, and pedestrian comfort.

   Architectural design emphasizes material durability and visual interest through a complementary mix of masonry and high-density fiber cement panels. The façade incorporates varied depths and vertical breaks to create rhythm, highlight entries, and reduce perceived massing. These elements align with the guidelines' emphasis on human scale, texture, and building articulation.

Landscape and architectural design are integrated to create a cohesive site character. Street trees, native planting, and coordinated pedestrian lighting enhance walkability and unify the Olive and Graeser frontages. The corner plaza serves as an attractive public amenity with outdoor seating, landscaping, and lighting that reflect the City's goal of creating inviting civic spaces.

Sustainable features, including energy-efficient lighting, diverse native landscaping, and bio-retention areas, reinforce the City's design and environmental priorities. Collectively, these strategies result in a contemporary, high-quality development that fulfills the City's Design Guidelines and the community's shared vision for the East Olive Corridor.

7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

The proposed PMD replaces an aged and inefficient commercial site with a cohesive, high-quality mixed-use development that restores vitality to a key intersection along Olive Boulevard in the East Olive Corridor. Existing structures on the property are dated, underutilized, and visually inconsistent with surrounding improvements. Through the PMD process, these obsolete conditions are removed and replaced with a unified plan that introduces new housing options, retail activity, amenities, and landscaped open space designed to serve both residents and the broader community.

The redevelopment transforms the site's expansive asphalt areas into functional, green, and pedestrian-friendly environments. Landscaped setbacks, tree canopy, and stormwater features significantly reduce impervious surface while improving environmental performance. Circulation and access are reorganized to eliminate unsafe curb cuts and create shared driveways, improving traffic flow and pedestrian safety along Olive and Graeser.

Architectural upgrades consist of articulated façades, durable materials, and context-sensitive massing, resolving long-standing incompatibilities between commercial and residential uses. The project establishes a positive visual identity at a major corridor gateway, aligning with the City's goals for reinvestment and renewal.

By converting a deteriorated, auto-oriented site into a walkable, medium-density mixed-use development, the proposal meaningfully eliminates obsolete development, enhances neighborhood compatibility, and supports the long-term revitalization of the East Olive Corridor.

III. Section 405.390 C. Eligibility

1. Is located on one (1) or more lots totaling at least three (3) acres in size.

The proposed project is located on six (6) parcels spanning a total of 4.4 acres, meeting the minimum three (3) acres in size eligibility requirement.

2. Cannot be approved under the provisions of another zoning district.

The subject property is currently zoned “GC” General Commercial, which does not provide the flexibility needed to accommodate the proposed mixed-use development. The project’s combination of residential, commercial, and public open space elements requires an integrated design approach that cannot be achieved under the existing district’s conventional standards.

Accordingly, the site must be rezoned to “PMD” Planned Mixed-Use Development, as authorized under Section 405.390(F). The PMD framework allows the cohesive site planning, shared access, and design coordination necessary to realize the City’s vision for reinvestment along the East Olive Corridor.

3. Demonstrates Consistency with the Comprehensive Plan

The proposed development is fully consistent with the goals and objectives of the City’s Comprehensive Plan, particularly the East Olive Corridor framework. As detailed in the preceding section, the project advances the Plan’s vision by promoting mixed-use reinvestment, medium-density housing, and pedestrian-oriented design within a key commercial corridor.

4. The proposed development must substantially comply with the provisions of this Section 405.390 and be generally consistent with the applicable provisions of the City's Comprehensive Plan.

As demonstrated in the accompanying narrative and supporting materials, the project meets or exceeds all applicable PMD criteria related to site design, building placement, pedestrian connectivity, landscaping, and architectural quality. The plan reflects the City’s stated objectives for the East Olive Corridor by integrating residential, commercial, and open space uses within a cohesive and context-sensitive design framework.

IV. Section 405.390 F.6 Planned Mixed-Use Development – Design Criteria

“The purpose of a PMD is to provide sites for the development of a mixture of commercial and residential uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PMD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area, and promote greater efficiency in public and utility services.”

1. **Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be**

measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.

The proposed building design meets the City's sky exposure plane requirement along the southern property line adjacent to single-family residential lots.

The architect has confirmed that the current design satisfies this requirement in full, and a diagram verifying compliance has been prepared and will be provided to City staff. This ensures that the building's massing respects adjacent residential properties and maintains appropriate light, air, and visual transitions between uses.

2. **Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides….**

   The proposed development entirely complies with the 35-foot buffer yard requirement along all sides adjoining residentially zoned properties. In several areas, the development exceeds this standard. Along the southern edge, the project provides greater separation than required, incorporating a combination of dense landscaping, a two tiered retaining wall with vegetation, and maintained open space to ensure privacy and a compatible transition between the multifamily building and adjacent single-family homes.

   In response to both Planning Commission and community feedback, the building footprint has been shifted west and reduced in depth, and the southern elevation steps down in height, enhancing the visual transition and reducing perceived massing between the proposed building and the residential neighborhood.

   In addition to the required residential buffer, the site design introduces a smaller landscaped buffer along the western edge, providing an additional visual and functional separation between the development site and the adjoining commercial property, while still allowing continuity along Olive Blvd as a commercial corridor. These measures collectively demonstrate a context-sensitive design that meets and, in several areas, exceeds the PMD's buffer and neighborhood compatibility standards.

3. **If residential uses are proposed, provides for a mixture of housing types to meet market demands and encourage diversification.**

   The residential component includes 147 units in a four-story mixed-use building with a mix of studio, one-, and two-bedroom units. This variety meets market demand for different household sizes—young professionals, small families, and downsizers seeking low-maintenance living.

Importantly, expanding for-lease housing in this corridor supports the growth anticipated from the 39 North AgTech innovation district, which is attracting startups, researchers, and skilled professionals to Creve Coeur. The proximity of this development to 39 North enables people to live, work, and play within the same area—strengthening the case for diverse housing options near employment centers.

This unit mix is aligned with the Comprehensive Plan's East Olive Corridor objectives to broaden housing choice and encourage corridor reinvestment. By embedding multiple residence types within a walkable mixed-use environment, the project contributes to a more resilient, inclusive housing market—one that advances the PMD district's vision for integrated, context-sensitive growth.

4. **Allows for and makes efficient use of parking and storage areas including cooperative parking facilities.**

   The project provides efficient, well-balanced parking that meets anticipated demand while supporting a walkable, mixed-use environment. According to the Parking Demand Study completed by Lochmueller Group, 260 on-site spaces serve the residential, retail, and restaurant uses at Graeser Station. The study estimates a parking supply of over 40 parking spaces above demand at the development's peak period, which accounts for temporal differences between daytime commercial activity and overnight residential use

   Throughout a typical weekday and Saturday, the site is expected to maintain an operational buffer leaving available capacity even during peak demand periods. This confirms that the parking supply will be adequate and balanced across uses.

   The revised layout improves circulation and functionality by consolidating drive aisles and providing a pedestrian pass-through connecting rear parking to front entrances and the corner plaza. This configuration supports efficient turnover for retail and restaurant patrons while preserving convenient access for residents who park in the rear.

   Together, these measures demonstrate that Graeser Station makes efficient use of its parking areas, satisfies the City's mixed-use parking flexibility provisions, and promotes safe, attractive, and pedestrian-friendly site design consistent with the PMD district and the East Olive Corridor goals.

5. **Provides for the more efficient provision of public and private utilities and facilities throughout the development area.**

The project consolidates multiple outdated service connections from former retail uses into a single coordinated system, improving efficiency and reliability. Existing public utilities along Olive Boulevard and Graeser Road will be utilized, with all new private utilities—electric, communications, and fiber—installed underground where feasible. Coordination with MSD, Ameren, and Missouri American Water ensures adequate capacity and service. These upgrades deliver more efficient, sustainable infrastructure consistent with PMD objectives.

6. **Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, stormwater control, sanitary sewer and parks and recreation facilities.**

   The project is supported by existing water, sanitary sewer, and fire protection infrastructure along Olive Boulevard and Graeser Road, with no off-site upgrades required. A new sidewalk along Graeser and reduced curb cuts on Olive improve pedestrian safety and circulation. Stormwater will be managed through an above-ground detention basin in the southwest corner, meeting City and MSD standards and integrating with the southern landscape buffer. The Traffic Impact Study (HR Green, 2025) confirms that adjacent intersections will continue to operate at the currently LOS D or better. Collectively, the project provides adequate public facilities and enhances overall infrastructure performance within the corridor.

7. **Incorporates pocket parks, small plazas and places for public art where appropriate.**

   The development incorporates a public plaza situated at the corner of the L-shaped building at Olive Boulevard and Graeser Road. This creates a highly visible and welcoming community space, featuring seating and enhanced landscaping, establishing a distinct sense of place at a key East Olive Corridor intersection.

   In direct response to Planning Commission and community feedback, the plaza design has been refined to include denser greenery and seating oriented away from Olive for greater comfort and usability. A pedestrian pass-through connects the rear parking area to the plaza and front sidewalk, providing convenient, safe access for residents and visitors who may park at the rear during peak demand periods.

   The plaza is designed not only as a visual feature but can become an activated community space that can host small gatherings or seasonal events like pop-up sidewalk markets, supporting the Comprehensive Plan's goal to create vibrant, people-oriented destinations. Together, these features fulfill the PMD's intent for

pocket parks and plazas that foster social interaction, accessibility, and corridor identity.

8. **Locates buildings in appropriate relation to sidewalks or public parks and plazas.**

   The building has been strategically located to reinforce pedestrian connections and activate the public realm consistent with the East Olive Corridor design framework. The primary entrances and storefronts are oriented toward Olive Boulevard, providing a direct and visible relationship to the public sidewalk and corner plaza.

   The corner public plaza at Olive and Graeser serves as the development's focal point—offering landscaping, seating, and opportunities for public art. It also functions as a gateway feature at this key intersection. Along Graeser Road, the increased setback and expanded landscaping create a comfortable pedestrian zone buffered from traffic, in line with both City and community feedback.

   An internal pedestrian pass-through links rear parking directly to the front sidewalk and plaza, ensuring continuous, clear and safe pedestrian movement throughout the site. Together, these design features establish a cohesive and human-scaled relationship between the building, sidewalks, and open spaces.

9. **Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.**

   The proposed development has been designed to maintain existing traffic operations while improving overall safety and circulation for both vehicles and pedestrians. The project reduces the number of existing curb cuts along Olive Boulevard from three to two and aligns the Graeser Road access directly across from the First Community Credit Union entrance, minimizing turning conflicts and improving sight distance.

   According to the October 2025 Traffic Impact Study prepared by HR Green, all surrounding intersections will continue to operate at Level of Service D or better—consistent with current conditions—demonstrating that the project maintains overall network performance while providing safer and more predictable movements.

   Pedestrian safety and comfort are enhanced through a new sidewalk along the west side of Graeser Road, an increased building setback with landscaped buffer, and an internal pedestrian pass-through connecting rear parking to the front plaza and retail. These improvements ensure that vehicle mobility does not compromise pedestrian

access, aligning with the Comprehensive Plan's East Olive Corridor goals for connected, walkable mixed-use development.

10. **Utilizes high-quality architectural design and materials, placement, relationship and orientation of structures throughout the planned development.**

    The proposed development reflects a high-quality architectural design that aligns with the City's Design Guidelines and the Comprehensive Plan's vision for the East Olive Corridor. The building employs durable, refined materials—including masonry, fiber cement panels, and brick veneer—to establish a timeless, context-appropriate character.

    The façades are designed with articulated depths, vertical breaks, and material transitions to reduce visual bulk and create visual interest. The structure steps down in height along the southern edge to achieve a comfortable scale transition to nearby residential properties.

    In direct response to Planning Commission and community feedback, the development ensures panel seams line up with natural breaks in the building to create a cohesive and seamless design. Additionally, a materials sample board will be provided to demonstrate quality and finish consistency. Together, these enhancements ensure the building contributes to a cohesive, visually engaging, and pedestrian-friendly environment at this important corridor intersection.

11. **Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.**

    All new private utilities, including electric, communications, and fiber, will be placed underground where feasible, reducing visual clutter and improving reliability. Electrical transformer locations are identified on the architectural site plan, and existing overhead service connections will be removed during demolition. Coordination with MSD, Ameren, and other utility providers will ensure safe, efficient service delivery consistent with City standards and the PMD's intent for coordinated, high-quality infrastructure.

12. **Provides for appropriate spacing and/or greenspace in or around the separate developments within the PMD.**

Although the proposal represents a single coordinated development rather than multiple tracts, the site plan provides generous spacing, landscaped setbacks, and usable open space consistent with the intent of the PMD district.

The project includes:

- Expanded setbacks along Graeser Road and the southern property line, creating a green edge that buffers adjacent residential uses.
- A public plaza at the Olive & Graeser intersection that serves as the site's focal open space, featuring landscaping, seating, and pedestrian amenities.
- Enhanced tree coverage and landscaping throughout surface parking areas and the building perimeter, supporting the City's Comprehensive Plan objectives for green space preservation and pedestrian comfort.

Collectively, these elements provide ample greenspace and spatial separation consistent with PMD standards and the East Olive Corridor vision, while creating visual relief, functional pedestrian zones, and a cohesive streetscape experience.

13. **Functionally and aesthetically integrates all proposed stormwater collection basins with the surrounding development through undergrounding or innovative design of above ground facilities that is visually commensurate with surrounding development.**

The project's stormwater detention and water-quality treatment system is located in the southwest corner of the site, south of the two-tiered retaining walls. This facility is designed to meet City and MSD standards for peak flow and water-quality control. The basin is visually integrated into the site through robust landscaping and a continuous buffer adjoining the single-family properties to the south, providing both a naturalized appearance and effective screening. This design achieves functional performance while maintaining visual compatibility with surrounding development.

V. Community and City Engagement

The proposed development has been shaped through extensive collaboration with the City of Creve Coeur Planning Staff, the Planning Commission, and nearby residents. Throughout the review and outreach process, the project team has actively listened to feedback, identified shared priorities, and made meaningful refinements to address concerns and improve overall design quality.

Key community priorities focused on building positioning, density, and height, landscape buffering, pedestrian connectivity, and traffic circulation. In direct response, the development plan has been updated to incorporate larger setbacks, enhanced landscape

screening, a more defined public plaza, and a covered pedestrian pass-through connecting rear parking to Olive Boulevard.

The resulting design represents a collaborative effort between the applicant, City staff, and the community. It balances corridor reinvestment goals with neighborhood compatibility, delivering a high-quality, context-sensitive development that reflects both the City's planning objectives and the community's vision for the East Olive Corridor.

Plaza & Public Space

During community engagement and Planning Commission discussions, residents emphasized the importance of enhanced landscaping, visual buffering from Olive Boulevard, and comfortable public gathering spaces that feel welcoming yet protected from traffic. Others encouraged a stronger relationship between the plaza and adjacent retail or restaurant uses, while maintaining safe circulation and convenient access to parking.

In direct response, the project team refined the plaza design to include denser landscaping, canopy trees, and layered plantings that create enclosure and reduce paved surfaces. The plaza now serves as both a gateway feature along Olive Boulevard and a shared neighborhood amenity, balancing public accessibility with pedestrian comfort and safety.

1. **Enhance the plaza design with more landscaping, screening, and buffering from Olive Blvd.**

   The plaza now incorporates enhanced landscaping that reduces paved surface while providing a visual buffer and sense of enclosure for the seating area. Plantings include three canopy shade trees complemented by a mix of shrubs, ornamental grasses, perennials, annuals, and groundcovers.

2. **Strengthen the connection between retail/restaurant uses and the plaza.**

   Retail and restaurant spaces remain on the west side of the building, addressing key feedback from the initial design review. This placement improves access to parking at the front, side, and rear of the building, and creates a more functional central pass-through. Positioning the pass-through adjacent to the restaurant also allows for a covered outdoor dining area that is fully separated from surrounding roadways, providing both convenience and safety. In contrast, locating these uses directly adjacent to the plaza would reduce the effectiveness of the pass-through, limit parking access, and eliminate the opportunity for a covered patio fully protected from exterior traffic.

3. **A desire for improved corner plaza aesthetics as it is the entrance to the neighborhood and proposed an art installation or fountain at the corner.**

   Community members expressed a desire for the corner plaza, as the entrance to the surrounding neighborhood, to include enhanced aesthetics that would create a stronger sense of place. In response, the plaza has been refined with expanded landscaping, a reduced paved area, and enhanced visual definition through layered

plantings. The design introduces three shade trees complemented by a mix of shrubs, ornamental grasses, perennials, annuals, and groundcovers, providing texture, color, and seasonal interest throughout the year.

In addition to the proposed monument sign, the plaza's layout includes a central focal area that could accommodate a future public art piece, small sculpture, or similar neighborhood identity feature. This approach balances current design readiness with the flexibility to incorporate a community-inspired element in partnership with the City or neighborhood groups in the future.

4. **Provide comfortable seating areas shielded from Olive Blvd.**

   The plaza now includes enhanced landscaping features that provide a visual buffer and sense of enclosure for the seating area along Olive Boulevard. Plantings feature three canopy shade trees complemented by a mix of shrubs, ornamental grasses, perennials, annuals, and groundcovers.

   Additionally, the plan now incorporates an outdoor seating area within the building pass-through space.

Building Layout & Circulation

During community engagement and Planning Commission review, feedback centered on improving internal circulation, particularly between rear parking areas and front-facing commercial and public spaces, as well as softening the building's relationship to Graeser Road.

In response, the project team refined the site layout to strengthen pedestrian connections, enhance front-to-rear access, and improve landscape transitions to adjacent properties. These revisions ensure a safer, more accessible, and more context-sensitive design consistent with the City's planning and design objectives.

5. **Address circulation between rear parking and front-facing retail/plaza (consider a building pass-through).**

   A pedestrian pass-through is now incorporated into the plan to improve access from the rear parking to commercial uses and also accommodates a covered outdoor patio area adjacent to the restaurant space.

6. **Increase building setback along Graeser.**

   The building setback along Graeser has been increased to ten feet, allowing for a deeper landscape zone between the structure and the public sidewalk. This adjustment softens the building's mass, enhances privacy and compatibility with the residential edge, and strengthens the pedestrian environment along Graeser through improved landscaping and spatial definition.

7. **Privacy for first floor apartments along Graeser.**

   The increased setback along Graeser Road and layered landscaping enhance the visual transition and pedestrian experience along Graeser, and provide privacy screening for upper-floor residential units whose windows face Graeser Road.

Parking & Access

During the community engagement process, participants emphasized the importance of adequate on-site parking, minimizing overflow or spillover parking, and maintaining safe and efficient access along both Olive Boulevard and Graeser Road. In response, the project team evaluated layout options and incorporated findings from a commissioned Parking Study to confirm sufficient capacity and compliance with City requirements. In addition, the Traffic Impact Study, completed by the City's consultant engineers on behalf of the proposed development, provided analysis and feedback on site circulation and traffic conditions, reinforcing that the proposed design maintains acceptable operations at nearby intersections.

8. **Avoid reliance on overflow parking across Graeser.**

   The development will not rely on off-site or overflow parking. The Traffic Impact and Parking Study confirms that on-site parking capacity is sufficient to accommodate all proposed residential and commercial uses under both typical and peak demand conditions, with additional flexibility to accommodate tenant variation and operational buffers for future needs.

9. **Provide adequate parking.**

   The overall building footprint was reduced to achieve a lower residential density, which removed some tuck-under spaces but the parking areas were redesigned to accommodate the shift. The updated plan provides a mix of end-cap islands for trees and landscaping as well as circle tree wells among parking aisles to increase shade coverage through the strategic placement of trees throughout the parking area. The result is a more efficient and visually cohesive parking layout that meets the needs of all users.

10. **Explore whether 3,000 SF for the restaurant is too large given limited parking; smaller café/coffee shop concept preferred.**

    The parking study verifies that on-site parking is adequate to support the proposed restaurant, retail, and residential uses. The project's PMD framework provides flexibility to accommodate a range of tenant types, including smaller-scale café or dining concepts, without impacting overall parking performance or site functionality.

11. **Code requires EV-ready parking stalls (Section 405.860).**

    The plan includes EV-ready parking stalls in compliance with Section 405.860 of the City Code. This addition supports the City's sustainability and future mobility goals while ensuring the site is equipped for emerging vehicle technology.

Landscaping & Screening

During public meetings and design review, residents expressed a strong interest in ensuring that the development include dense, layered landscaping along the southern property line to maintain privacy and visual separation from adjacent homes.

In response, the landscape plan has been updated to include a multi-tiered buffer composed of canopy trees, understory trees, ornamental shrubs, and groundcover

plantings. This approach creates a naturalized, year-round screen while softening the building's visual presence from neighboring residential properties.

12. Considered layered screening in the open landscape area at the rear.

The updated landscape plan incorporates a dense layered screening throughout the rear buffer zone, enhancing privacy and providing a more gradual transition between uses. The buffer includes a combination of evergreen and deciduous trees, medium-height shrubs, and ornamental plantings, arranged to achieve full coverage at maturity while preserving stormwater flow and drainage patterns.

Materials & Design Details

Throughout the community engagement process, participants and Planning Commissioners expressed interest in ensuring the project's materials and architectural detailing convey quality, durability, and compatibility with nearby neighborhoods. Feedback emphasized a preference for timeless design elements—such as masonry façades and refined finishes—that would age well and complement the corridor's evolving character.

In response, the design team maintained a high-quality material palette and coordinated with the architect to confirm concealed panel joints, and cohesive transitions across elevations. A material sample board will be provided for Planning Staff and Commission review to further demonstrate consistency with the City's Design Guidelines and the East Olive Corridor's intended character.

13. Submit a material sample board.

The development team will provide a material sample board for the planning staff and commission's review.

14. Use mortared-in facades with no visible vertical seams.

Final confirmation of the façade detailing and joint treatment will be coordinated with HDA to ensure compliance with the City's requirement for mortared-in façades without visible vertical seams.

Planning & Policy Alignment

15. Consider reduction in density and closer alignment with the comprehensive plan example developments.

Throughout the review process thus far, Staff, Community and Planning Commission feedback emphasized the importance of reducing overall density and better aligning the project with the scale and design intent of medium density mixed-use developments identified in the City's Comprehensive Plan.

In response, the development team has made three successive reductions in density as the project evolved through staff and community review. The initial concept submitted to City staff proposed 172 residential units. Following early staff feedback,

the plan was revised to 168 units prior to the preliminary Planning Commission submission. Subsequent to that submission and in direct response to community input, the project was further refined to 160 units. Again, in response to Staff comments on the official submission, the project was reduced to 157 units to accommodate a 10ft setback along Graeser, and finally after thorough feedback from the commission, the project was last reduced to 147 units. This consecutive reduction has decreased the total site coverage and building mass while expanding landscape buffers and increasing setbacks along the south, east, and west property lines. Notably, the southern setback increased by 20 feet, now providing an 88-foot separation between the primary building and adjacent residential properties—offering a smoother, more compatible transition. Additionally, the parking lot setback along the eastern property line has been increased to 10 feet, to meet the commercial district setback along Graeser Road to further ensure a smooth transition from the residential neighborhood to the south.

The updated plan builds on the original design's varied façade materials, architectural articulation, and stepped-down building height near residential edges. With the reduced density and increased setbacks, the plan now incorporates enhanced landscaping and stronger visual buffers. Together, these refinements reduce perceived scale, improve neighborhood compatibility, and reinforce alignment with the design principles and best-practice precedents outlined in Creve Coeur's Comprehensive Plan for the East Olive Corridor. Comparable projects include DeMun Pointe in Clayton, Missouri, and Station Plaza in Kirkwood, Missouri, both of which exemplify context-sensitive mixed-use reinvestment within established neighborhoods.

Parking & Deliveries

During community engagement and staff review, questions were raised about how deliveries and trash collection would be managed to minimize congestion and ensure compatibility with adjacent residential areas. The project team refined the building layout and service plan to provide dedicated, well-screened areas for deliveries, refuse, and operational functions that maintain safety and site efficiency without impacting public or residential circulation.

16. Is there space on-site to accommodate deliveries (e.g., Amazon trucks)?

Residential deliveries will be received in a dedicated parcel room adjacent to the leasing office in the building's north wing. This area is accessible directly from Olive Boulevard entry and exit points, allowing delivery vehicles such as Amazon or courier vans to briefly stop near the front entry without interfering with primary traffic flow or parking circulation.

17. Request for more detail on how commercial deliveries and trash management will function at the rear of the site.

Commercial deliveries will be scheduled during off-peak hours to limit impacts on residents and on-site traffic. Two fully enclosed dumpsters located in the southwest

corner of the development will serve the building's commercial spaces, while residential waste will be collected separately within a dedicated service area in the building's south wing. This separation of functions improves operational efficiency and maintains the site's visual quality and pedestrian safety.

Traffic & Pedestrian Infrastructure:

During public engagement, residents and Commissioners emphasized the importance of safe site access, effective traffic circulation, and pedestrian safety; particularly at the Olive Boulevard and Graeser Road intersection. In response, the project team coordinated with the City's traffic consultant to evaluate access design, intersection performance, and pedestrian improvements. Findings from the Traffic Impact Study confirm that all access points will operate efficiently and that existing roadway infrastructure can accommodate projected traffic volumes while maintaining current levels of service.

18. Concern with traffic entering and exiting the site.

Based on the Traffic Impact Study findings, traffic can safely and efficiently enter and exit the Graeser Station site from both Graeser Road and Olive Boulevard. The development will utilize three access points:

From Olive Boulevard (North Side):

- West Entrance (Site Drive 1): Will operate as a partial-access driveway, allowing right turns in and out, and left turns in, but not out.
- Middle Entrance (Site Drive 2): Will function as a right-in/right-out (RIRO) access

From Graeser Road (South Side):

- South Drive (Site Drive 3): Will align with the existing First Community Credit Union Bank Entrance across Graeser Road, operating under side-street stop control

The Traffic Impact Study confirms that all access points will function efficiently, with the Graeser Road access maintaining an operating LOS D during the PM peak and other site drives performing at LOS C or better.

19. Concerned about potential right-turn stacking issues on Graeser.

The Traffic Impact Study confirms that the existing intersection of Olive Boulevard and Graeser Road can accommodate the development's additional traffic while maintaining safe and efficient operations. The Graeser Station development, at 160

units was projected to generate approximately 65 new trips during the morning peak hour, 94 during the afternoon, and 63 during the midday period.

Despite these added trips, overall intersection performance remains within acceptable limits. Some turning movements—such as the northbound and southbound left turns—currently operate at LOS E, but these conditions exist under present operations and are not materially worsened by the project. Queue analyses show that at locations with dedicated left-turn bays, the 95th percentile queues will remain within available storage, confirming that vehicles can move through the intersection safely and predictably.

Based on these findings, modifications to the existing signal timing are recommended to include a protected/permissive left turning phase at Graeser/Dauntel. With this change, the northbound left-turn delay improves from 73.9 seconds to 66.8 seconds in 2036, while queue lengths are improved from 125 feet to approximately 100 feet despite 2036 traffic volumes.

20. Do not place the sidewalk directly adjacent to the road along Graeser.

The sidewalk along Graeser Road will include a widened and well-designed landscape buffer between the curb and the walkway, consistent with the City's Design Guidelines for pedestrian comfort and safety. The updated landscape plan incorporates street trees, ornamental grasses, and groundcover to create a shaded, visually appealing pedestrian zone and a clear separation between the sidewalk and adjacent roadway.

Density, Stormwater, and Environmental Design

21. Concerned about density and stormwater/flooding.

Concerns regarding density and stormwater management were frequently raised during community engagement. In response, the development team has reduced residential density thrice, from an initial 172 units to 147 units, thereby reducing total site coverage and impervious surface area. This has created opportunities to expand open space and integrate stormwater features that enhance both performance and aesthetics.

The stormwater detention and water-quality treatment system is located in the southwest corner of the site, south of the two-tiered retaining wall. It is an above-ground facility designed in accordance with MSD standards and the City's stormwater requirements. The detention area will be visually integrated with a robust landscape buffer adjoining the single-family properties to the south, providing both functional stormwater management and visual screening.

The detention system will be sized to meet or exceed MSD requirements for peak flow and water-quality treatment, ensuring that post-development runoff will improve upon existing conditions. These combined density and stormwater measures improve site permeability, manage runoff responsibly, and address community concerns regarding flooding and downstream impact.

22. Concerned about noise from the dog park and pool.

The dog park has been removed and will remain an open green space area without a fenced space for pet owners to relieve their dogs only momentarily. To ensure that the proposed pool area is compatible with the adjacent residential neighborhood, the development will implement clear operational policies focused on safety, noise control, and respectful use among residents. The property will comply with Sections 210.200, 210.137, 205.080, and any other applicable local laws and municipal codes pertaining to noise and public disturbances to maintain a peaceful environment for both residents and nearby property owners.

The pool area is planned to be open daily from 10:00 a.m. to 10:00 p.m., with clearly posted quiet hours and strict enforcement of conduct rules by on-site management. To promote safety and a family-friendly atmosphere, no glass containers, smoking, or alcohol will be permitted in or around the pool area. Pets will not be allowed within the pool enclosure, except for service animals as defined by applicable law. Pool equipment and design will include sound-mitigating features, including fencing and landscaping to minimize noise and enhance safety for both residents and adjacent homes.

Collectively, these measures ensure safe, respectful, and well-managed amenities that complement and protect the character of the surrounding neighborhood.

Graeser Station Development and Use Standards

All provisions of the City of Creve Coeur, MO City Code shall apply to this Planned Mixed-Use Development (PMD) District (subject to the terms thereof) except as specifically modified herein.

SPECIFIC CRITERIA

A. PERMITTED USES

Permitted Uses within the PMD shall be as shown on Table A at the end of this Attachment.

B. DIMENSIONAL REGULATIONS

1. Maximum Site Coverage.

   a. Maximum site coverage shall not exceed 64%.

2. Maximum Floor Area Ratio (FAR).

   a. The Maximum Floor Area Ratio for the PMD District shall not exceed 0.85.

C. BULK REGULATIONS

1. Setback and Building Line Requirements are as shown on the approved Concept Plan.

2. Other CATEGORY D Regulations:
   a. Maximum number of units per acre. Thirty-three and one third (33.3)

D. PARKING AND LOADING REQUIREMENTS

1. Parking Requirements:
   a. 260 Parking Spaces shall be required as per the submitted and approved Concept Plan

2. Loading Requirements:
   a. The loading spaces and zones shall be provided based upon the approved Concept Plan

E. LANDSCAPE AND TREE REQUIREMENTS

1. The property owner shall maintain a minimum 35’ landscape buffer along the southern boundary of the property that shall be robustly vegetated and maintained variety as provided in the approved site development plan.

F.

   a. All medians greater than 4' in width (3' of plant-able space) within the development are required to be landscaped and irrigated and will be maintained by the developer.

G. SIGN REQUIREMENTS

1. Provide Signs as permitted in Section 405.950 of the Creve Coeur Sign Regulations unless a comprehensive plan of signage is submitted to the City and recommendation of the Planning and Zoning Commission and approval of the City Council in accordance with Section 405.955 of the Creve Coeur Sign Regulations. Any comprehensive plan for signage shall show the location, size, height, extent and design of all proposed signs.

H. LIGHT REQUIREMENTS

1. Provide a lighting plan in accordance with the City of Creve Coeur Code for each phase of the PMD District as a component of the Site Development Plan submission.

2. All lighting proposed adjacent to existing single family residential zoning districts shall provide occupancy sensors and full cut-off/shielded fixtures.

I. ARCHITECTURAL REQUIREMENTS

1. Building finish material types in Graeser Station shall be generally specified as:
2. Masonry base (full-bed) around entire 1st level, and accents on levels above will include a brick veneer, a fiber cement, and architectural metal coping with integrated decorative cornice. Colors are neutral off white limestone for masonry base with cast stone accents similar to limestone in appearance. Neutral accents – grey tones.
3. Any combination of white, off-white, light grey, wood grain, or light beige. Accents are acceptable as dark grey, black, or dark bronze. Red, orange, or yellow brick or other bold color finish materials are prohibited. Masonry and glass are preferred. Metal, cementitious siding, and EFIS should not be used as the primary material on the building.

4. Trash enclosures: The location, material, and elevation of any trash enclosure will be as approved on the Site Development Plan. Trash receptacles shall be located indoors or be enclosed with an eight (8) foot high sight-proof enclosure with materials that match the adjacent structures.

5. Rooftop mechanical equipment shall not be visible as the integrated architectural parapets will provide natural screening from all adjacent properties.
6. Flat roof surfaces below 5 stories shall incorporate a medium tone colored membrane to reduce daytime glare for upper-level tenants in adjacent buildings.

J. ACCESS/ACCESS MANAGEMENT

1. Access to the development from external roadways shall be as shown on the Site Concept Plan and as directed by the City of Creve Coeur, the Missouri Department of Transportation, and St. Louis County Department of Transportation, as applicable.

2. A future cross-access easement shall be shown and provided with the adjacent lot to the East. At which time the adjacent property owner is amended or redeveloped, the property owner shall be required to engage with the adjacent property owner to coordinate and provide shared cross access to Olive Road and Graeser Road.

DATE: March 03,2026

Bethany Moore, AICP Planner
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141

RE: Greaser Station
Project Number: 25013

Ms. Moore,

On **02/24/2026** we received via email your plan review comments for the **Greaser Station,** Creve Coeur, MO**.** After viewing, our responses / drawing revisions to the items listed in your review are as follows:

Site Concept Plan:

1. Please include an updated sheet titled “Site Concept Plan.”

   Response: See updated Site Concept Plan

Site Development Plan:

2. On sheet SD4 please provide more details for the retaining wall material including color and type of block. A product image would be helpful to add here. Neutral, non-gray color preferred.

   Response: On sheet SD4 additional wall details have been added along with images of possible wall colors.

3. Please include a note on sheet SD3 or SD4 that clearly states the total height of the retaining wall and the height of each segment for ease of reference.

   Response: On sheet SD4 additional notes have been added giving the dual wall heights average heights as well as the maximum and minimum heights of the dual wall.

4. Please consider including benches within the open green space at the rear (former dog park) for residents to sit when using the space.

   Response: Benches have been added to the site development plan in the open green space area.

5. Are the tiers of the retaining wall far enough apart to support the trees proposed and not compromise the integrity of the retaining wall? The area between the retaining walls

allocated for landscaping appears to be roughly 12 feet, please confirm with a note on the plans.

Response: The landscaping area between the walls is 10'. Loomis Associates was consulted on the distance between walls for the trees proposed. Final wall design will consider the distance between the walls.

Planned Mixed Use Development:

6. Staff would like to discuss a different approach to regulate the allowable uses for this zoning district, using the existing GC-General Commercial zoning district as the baseline.

Response: Team is open to discuss and review different approach.

Landscape Plan:

7. Please include a note that states that an underground irrigation system will be installed throughout the site.

Response: Note added.

8. Please confirm that the type of trees proposed for the tiered retaining wall screening will not have a root system that interferes with the integrity of the retaining wall or change out proposed tree type as needed.

Response: Trees proposed at retaining wall tier are Green Giant Arborvitae, which have non-invasive, shallow root systems. The design team will coordinate with the retaining wall engineer to ensure the long-term stability of the wall, including sloping the grade upwards toward the upper wall to provide additional growing media, as well as installing root barriers to limit lateral root growth.

9. Please provide additional landscaping along Olive Boulevard between the street trees and the parking space shrubs.

Response: Additional plantings added.

10. Please confirm that the plantings proposed along Graeser Road are placed to provide screening from headlight glare from cars parked within the enclosed area. Are the "Sea Green Junipers" planted to coincide with the garage openings to block headlight glare?

Response: See response to comment #13 below from Architect for garage wall heights. Plantings proposed between garage and Graeser Rd have been selected solely on their ornamental value, providing four-season interest while coinciding with the street tree spacing.

Architectural Elevations:

11. Trash enclosure material should match brick proposed for the building. Please revise and add a note on sheet A-7.

    Response: See revised materials and section associated to enclosure.

12. Please provide a detail of the garage openings onto Graeser Road with the grate material. Are they flush or inset into the opening?

    Response: See new partial section at garage opening on sheet A7.

13. What is the height of the garage openings onto Graeser Road? Are they tall enough to block headlight glare onto Graeser Road?

    Response: See new partial section at garage opening on sheet A7.

Boundary Adjustment:

14. Please update the title to "Proposed Boundary Adjustment/Consolidation Plat."

    Response: The boundary adjustment plat has been revised to include the City's comments.

15. Please include the cross-access easement discussed for this site through parking lot.

    Response: The boundary adjustment plat has been revised to include the City's comments.

16. Please include the script language on the plat that is attached to this email.

    Response: The boundary adjustment plat has been revised to include the City's comments.

Please feel free to contact me at 636.449.1175 or EMAIL with any questions or concerns.

Sincerely,
HDA Architects, LLC

Kent Wagster
Principal

Cc: Cecilia Dvorak, AICP, Steadfast City Economic and Community Partners
Garrison Hassenflu, Garrison Companies



GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

SHEET LIST

A-0	SITE PLAN
A-1	FIRST FLOOR
A-2	SECOND FLOOR
A-3	THIRD FLOOR
A-4	FOURTH FLOOR
A-5	ELEVATIONS
A-6	UNIT LAYOUTS
A-7	DETAILS
A-8	IMAGERY
A-9	IMAGERY

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

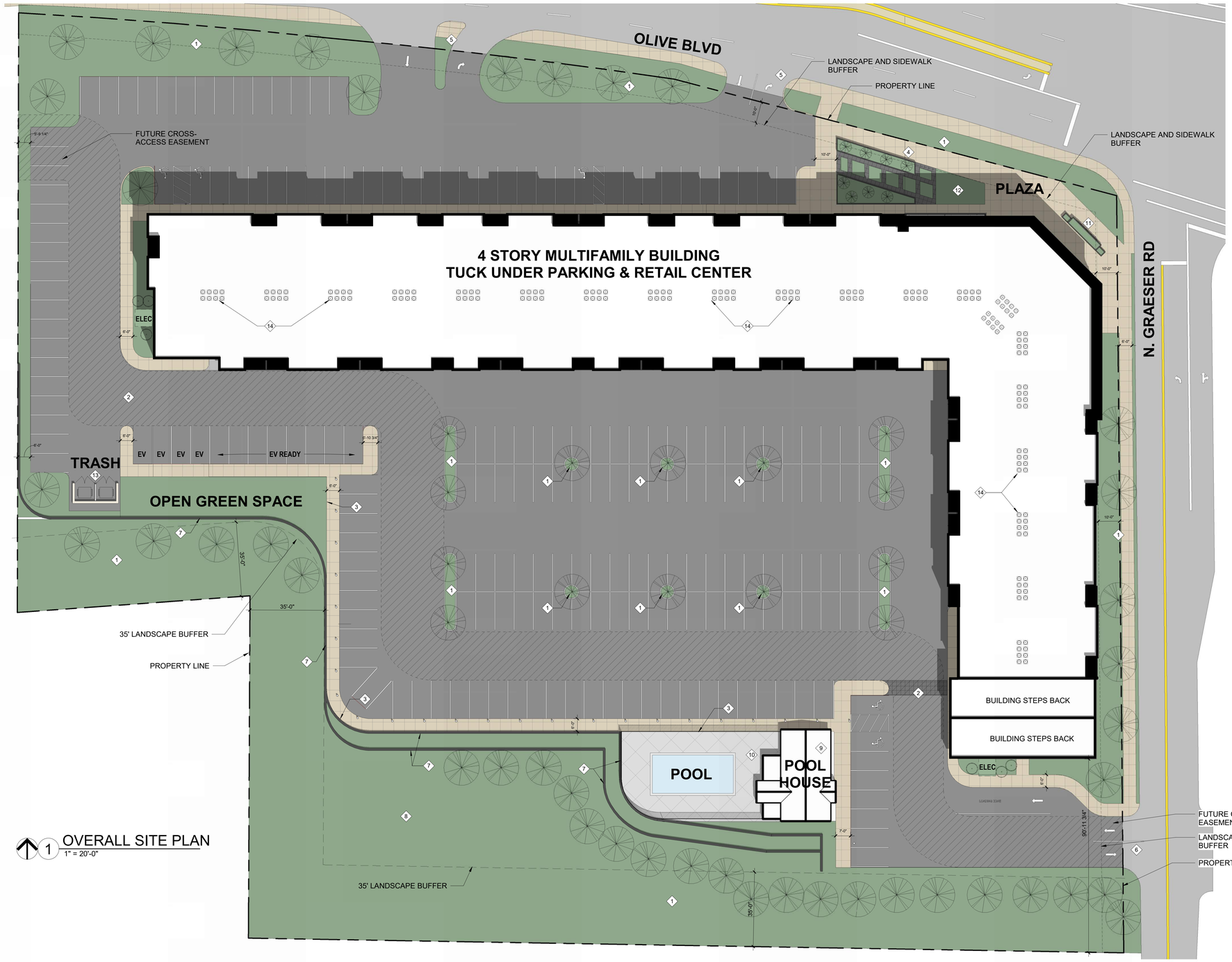
#	DATE	DESCRIPTION

PROFESSIONAL RECORD

Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

COVER PAGE

A-00



1 OVERALL SITE PLAN
1" = 20'-0"

GENERAL NOTES SITE PLAN

1. LANDSCAPING (REFER TO LANDSCAPING SHEETS FOR SPECIFICATIONS)
2. PEDESTRIAN CROSSWALK INDICATED BY MATERIAL CHANGE
3. 6' ECHELON CLASSIC FENCE. (REFER TO 5 / A-7)
4. PLAZA TO INCLUDE SEATING, LANDSCAPING, AND BIKE RACKS
5. EXISTING CURB CUT TO BE RIGHT-IN / RIGHT-OUT.
6. EXPANDED CURB CUT
7. RETAINING WALL (REFER TO CIVIL SHEETS FOR SPECIFICATIONS)
8. DETENTION / WATER RUN OFF (REFER TO CIVIL FOR SPECIFICATIONS)
9. POOL HOUSE TO ACCOMODATE EQUIPMENT AND RESTROOMS. DOG WASH AREA AND KITCHEN.
10. FENCED POOL AREA AND OUTDOOR AMENITY SPACE
11. MONUMENT SIGNAGE
12. AREA FOR PUBLIC ART. (TBD)
13. TRASH ENCLOSURE (REFER TO 1 / A-7)
14. ROOFTOP HVAC UNITS

PARKING

TOTAL UNITS IN DEVELOPMENT:
- 147

TOTAL PARKING IN DEVELOPMENT:
- 260 SPACES (REFERENCE ATTACHED PARKING STUDY)
  (54 TUCK UNDER)
  (7 ADA)
  (4 ELECTRICAL VEHICLE + 8 EV FUTURE READY = 12 = 5% OF TOTAL PARKING (405.860))

SQUARE FOOTAGE

TOTAL RETAIL & RESTAURANT: 8,472 SF

TOTAL AMENITY: 10,530 SF

FIRST FLOOR GROSS: 24,652 SF

SECOND FLOOR GROSS: 44,125 SF

THIRD FLOOR GROSS: 44,125 SF

FOURTH FLOOR GROSS: 42,860 SF

TOTAL GROSS: 163,500 SF

RESIDENTIAL DENSITY CALCULATION: 147 UNITS/ 4.4 ACRES = 33.4

UNIT COUNT

LEVEL	UNIT TYPE	COUNT
2ND FLOOR	1 BED	38
2ND FLOOR	2 BED	2
2ND FLOOR	STUDIO BED	11
3RD FLOOR	1 BED	38
3RD FLOOR	2 BED	2
3RD FLOOR	STUDIO BED	9
4TH FLOOR	1 BED	38
4TH FLOOR	2 BED	2
4TH FLOOR	STUDIO BED	7
TOTAL UNITS: 147		147

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

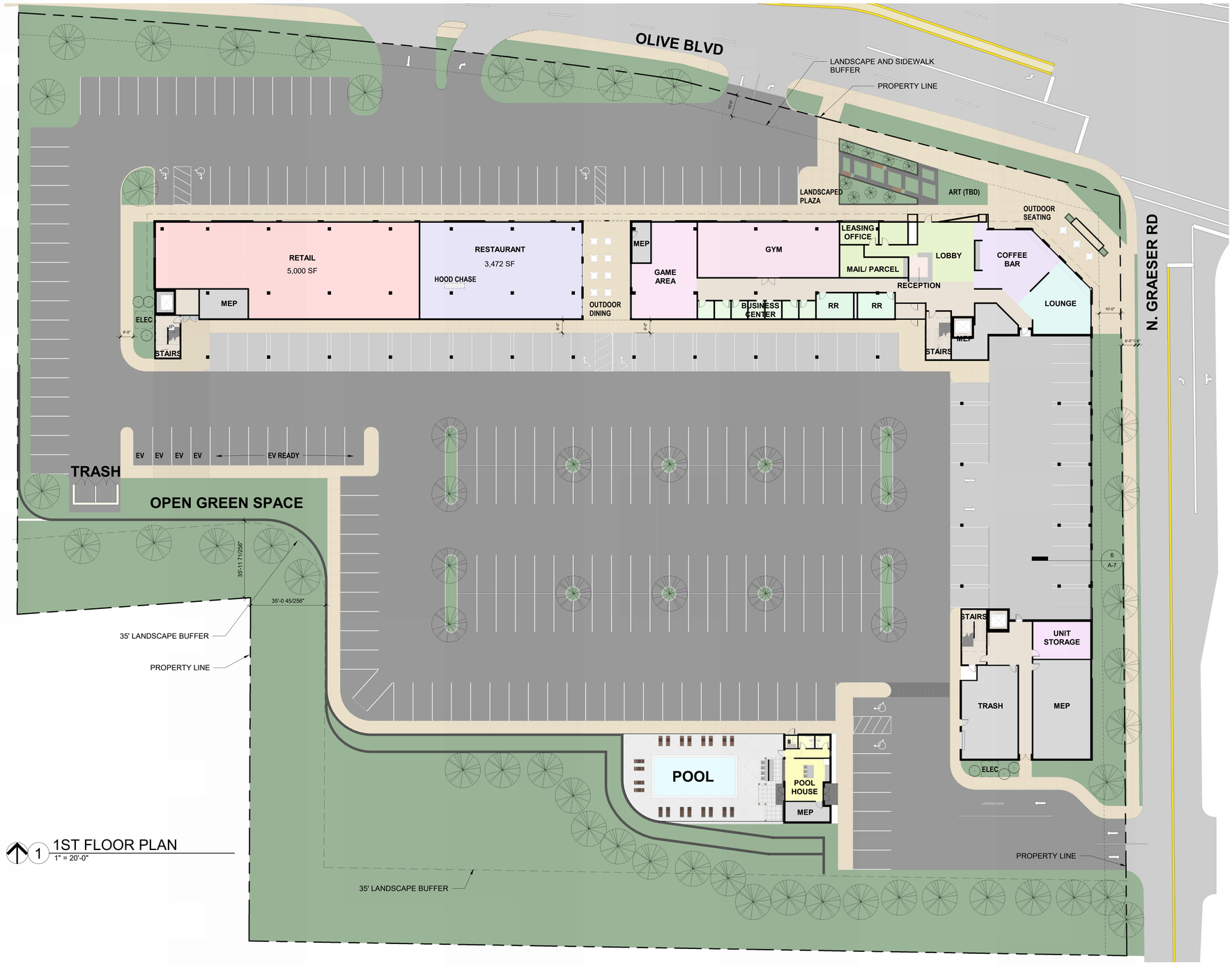
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Status: **P&Z APPROVAL**

SITE PLAN

A-0



1 1ST FLOOR PLAN
1" = 20'-0"

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TOTAL PARKING IN DEVELOPMENT:
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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
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Status: **P&Z APPROVAL**

FIRST FLOOR

A-1



1 2ND FLOOR PLAN
1" = 20'-0"

PARKING

TOTAL UNITS IN DEVELOPMENT:
- 147

TOTAL PARKING IN DEVELOPMENT:
- 260 SPACES (REFERENCE ATTACHED PARKING STUDY)
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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

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SECOND FLOOR

A-2



1 3RD FLOOR PLAN
1" = 20'-0"

PARKING

TOTAL UNITS IN DEVELOPMENT:
- 147

TOTAL PARKING IN DEVELOPMENT:
- 260 SPACES (REFERENCE ATTACHED PARKING STUDY)
  (54 TUCK UNDER)
  (7 ADA)
  (4 ELECTRICAL VEHICLE + 8 EV FUTURE READY = 12 = 5% OF TOTAL PARKING (405.860))

SQUARE FOOTAGE

TOTAL RETAIL & RESTAURANT: 8,472 SF

TOTAL AMENITY: 10,530 SF

FIRST FLOOR GROSS: 24,652 SF

SECOND FLOOR GROSS: 44,125 SF

THIRD FLOOR GROSS: 44,125 SF

FOURTH FLOOR GROSS: 42,860 SF

TOTAL GROSS: 163,500 SF

RESIDENTIAL DENSITY CALCULATION: 147 UNITS/ 4.4 ACRES = 33.4

UNIT COUNT

LEVEL	UNIT TYPE	COUNT
2ND FLOOR	1 BED	38
2ND FLOOR	2 BED	2
2ND FLOOR	STUDIO BED	11
3RD FLOOR	1 BED	38
3RD FLOOR	2 BED	2
3RD FLOOR	STUDIO BED	9
4TH FLOOR	1 BED	38
4TH FLOOR	2 BED	2
4TH FLOOR	STUDIO BED	7
TOTAL UNITS: 147		147

HDA
4565 McRee Avenue, Suite 100
St. Louis, MO 63110
(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

THIRD FLOOR

A-3



1 4TH FLOOR PLAN
1" = 20'-0"

PARKING

TOTAL UNITS IN DEVELOPMENT:
- 147

TOTAL PARKING IN DEVELOPMENT:
- 260 SPACES (REFERENCE ATTACHED PARKING STUDY)
  (54 TUCK UNDER)
  (7 ADA)
  (4 ELECTRICAL VEHICLE + 8 EV FUTURE READY = 12 = 5% OF TOTAL PARKING (405.860))

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2ND FLOOR	1 BED	38
2ND FLOOR	2 BED	2
2ND FLOOR	STUDIO BED	11
3RD FLOOR	1 BED	38
3RD FLOOR	2 BED	2
3RD FLOOR	STUDIO BED	9
4TH FLOOR	1 BED	38
4TH FLOOR	2 BED	2
4TH FLOOR	STUDIO BED	7
TOTAL UNITS: 147		147

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

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Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

FOURTH FLOOR

A-4



1 OVERALL NORTH ELEVATION
1/16" = 1'-0"



2 OVERALL SOUTH ELEVATION
1/16" = 1'-0"



3 OVERALL EAST ELEVATION
1/16" = 1'-0"

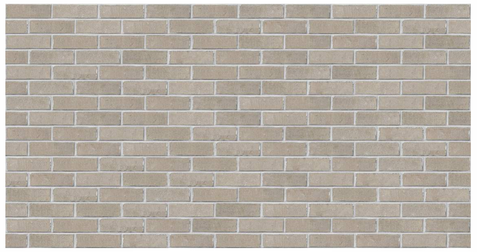


4 OVERALL WEST ELEVATION
1/16" = 1'-0"

5 SKY EXPOSURE DIAGRAM
1" = 30'-0"



LARGE FORMAT MASONRY
USED AT RETAIL LEVEL



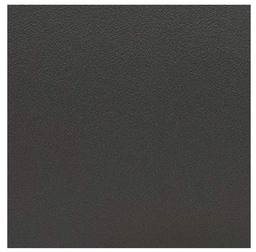
RUNNING BOND THIN BRICK VENEER
USED AT RESIDENTIAL LEVELS



PRECAST CORNICE DETAIL



ALLUMINUM
COMPOSITE PANELS



NICHIHA
TUFFBLOCK - STEEL



NICHIHA
CORBOSA (DARK)

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St. Louis, MO 63110
(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

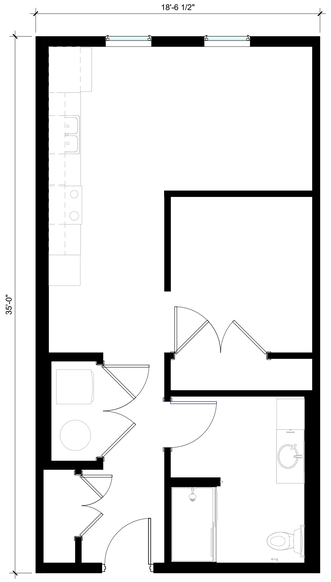
#	DATE	DESCRIPTION

PROFESSIONAL RECORD

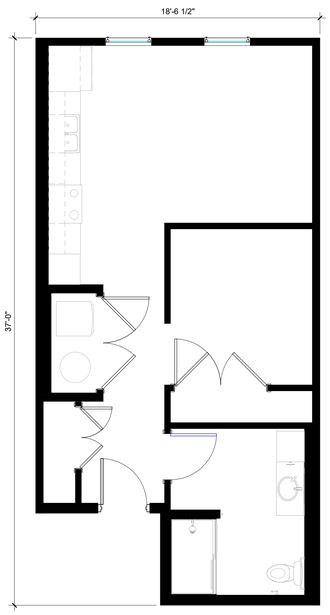
Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

ELEVATIONS

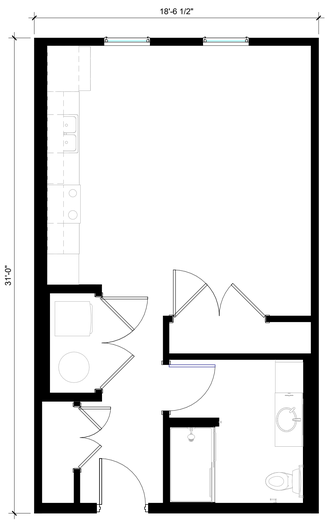
A-5



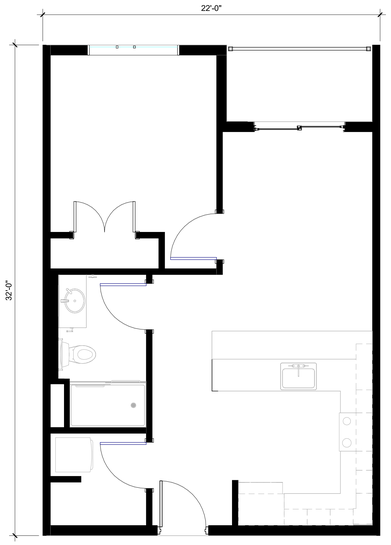
STUDIO 1 BEDROOM
649 SQFT



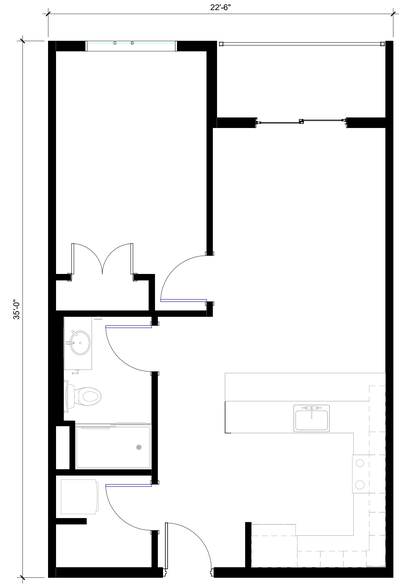
STUDIO 1 BEDROOM END
637 SQFT



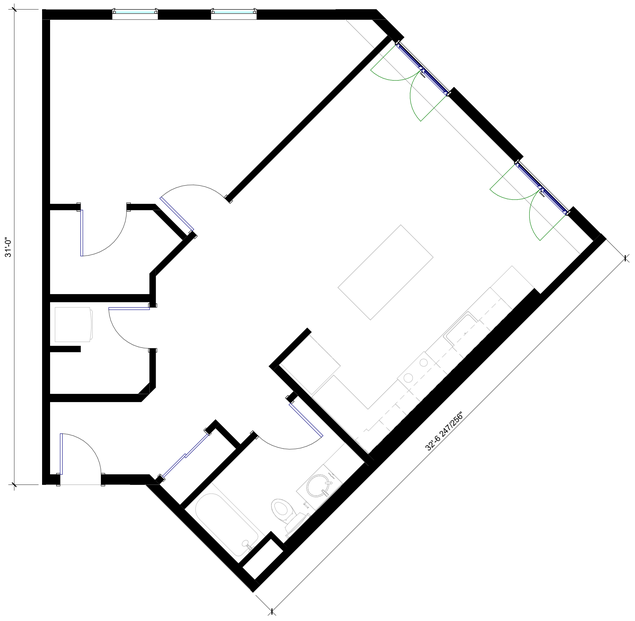
STUDIO 1 BEDROOM END
575 SQFT



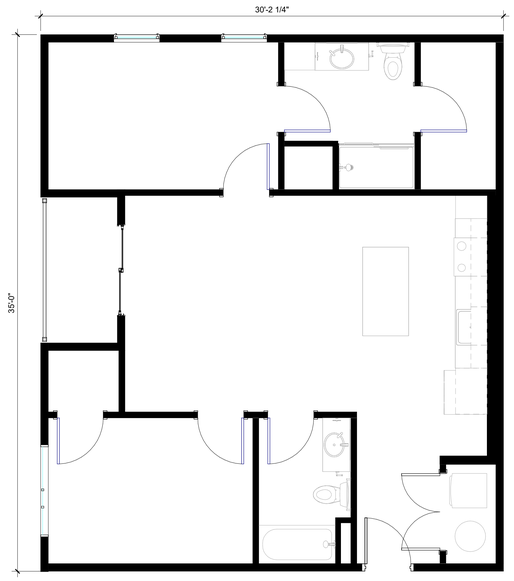
1 BEDROOM w/BALCONY - A
654 SQFT



1 BEDROOM w/BALCONY - B
730 SQFT



1 BEDROOM CORNER w/JULIETTE - A
1,028 SQFT



2 BEDROOM CORNER w/BALCONY - A
1,009 SQFT



2 BEDROOM w/BALCONY -
1,297 SQFT

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

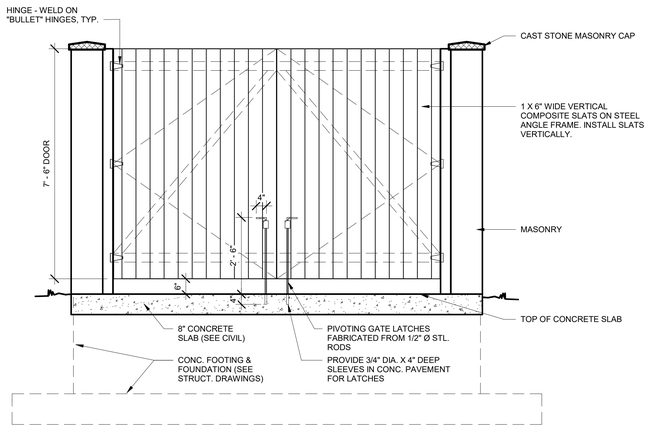
#	DATE	DESCRIPTION

PROFESSIONAL RECORD

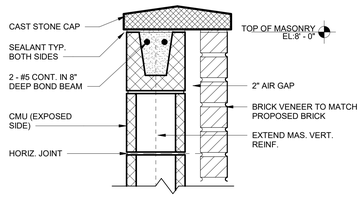
Project Number:	**25.013**
Date:	**03.03.2026**
Status:	**P&Z APPROVAL**

UNIT LAYOUTS

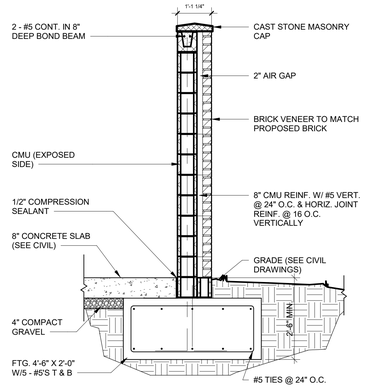
A-6



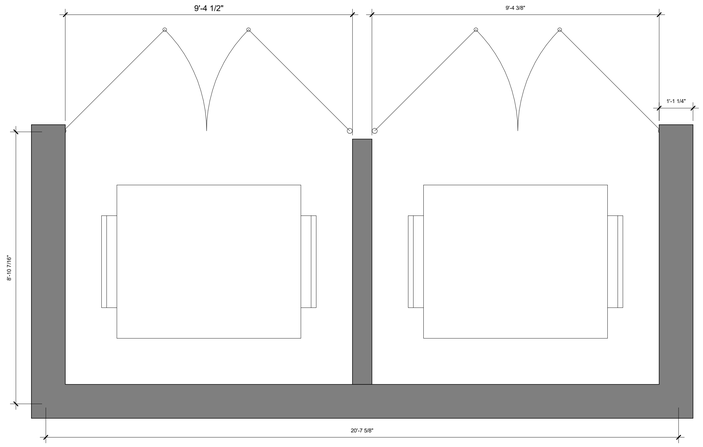
1 TRASH ENCLOSURE - GATE_ELEVATION
1/2" = 1'-0"



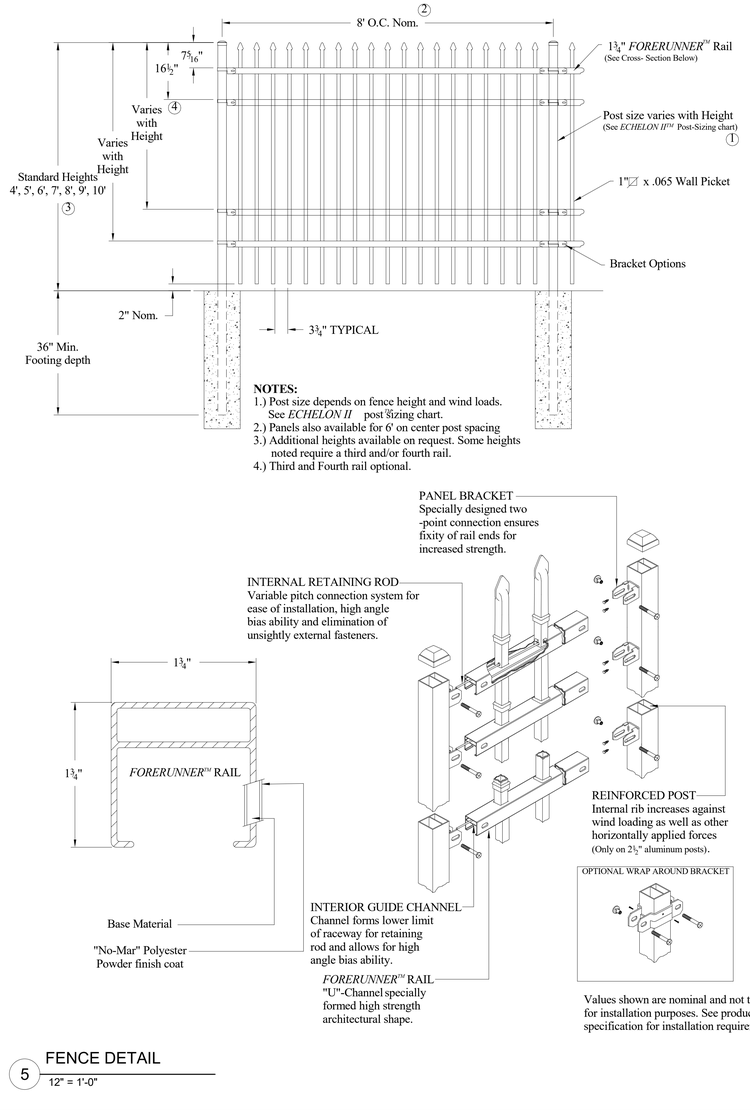
2 TRASH ENCLOSURE - COPING
1 1/2" = 1'-0"



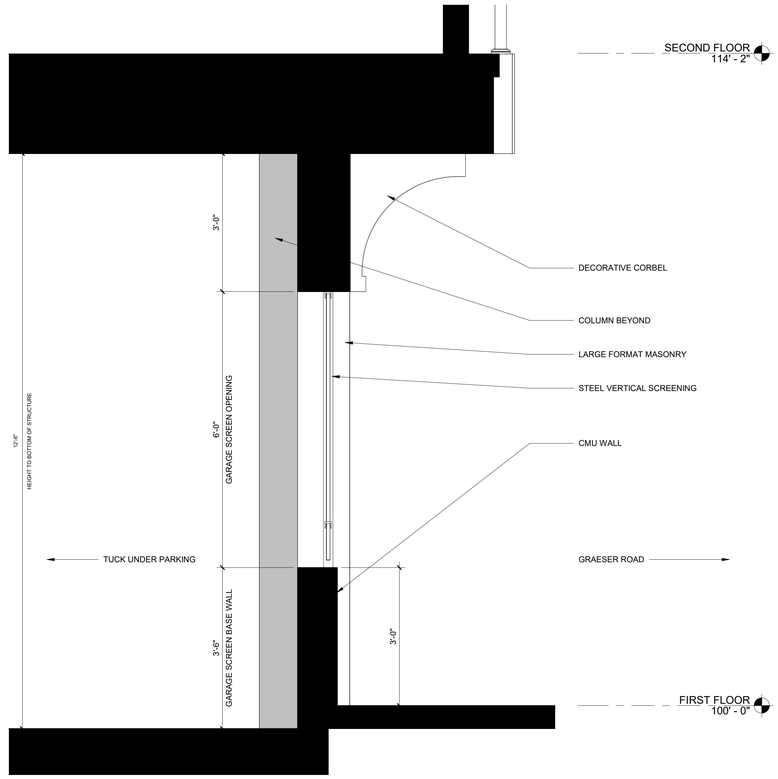
3 TRASH ENCLOSURE - SECTION
1/2" = 1'-0"



4 TRASH ENCLOSURE ENLARGED
1/2" = 1'-0"



5 FENCE DETAIL
12" = 1'-0"



6 GARAGE SCREEN SECTION
3/4" = 1'-0"

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

DETAILS

A-7









HDA

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

IMAGERY

A-8









HDA

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St. Louis, MO 63110
(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

IMAGERY

A-9

SITE CONCEPT PLAN
GRAESER STATION
11004 OLIVE BLVD.
PLANNED MIXED-USE DEVELOPMENT

A TRACT OF LAND IN THE NORTH HALF OF SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST
OF 5TH PRINCIPLE MERIDIAN, AND IN U.S. SURVEY 1962 IN THE COUNTY OF ST. LOUIS, MISSOURI

LEGEND

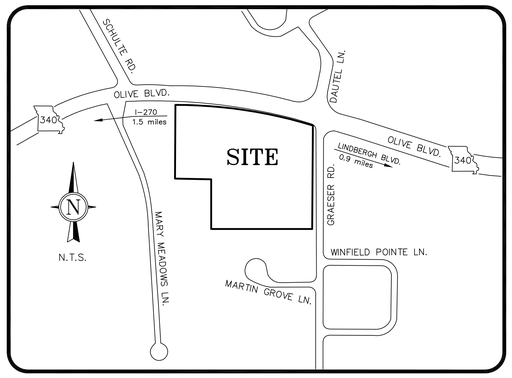
- EXISTING CONTOURS — 710
- PROPOSED CONTOURS — 710
- EXISTING SANITARY SEWERS
- PROPOSED SANITARY SEWERS
- EXISTING STORM SEWERS
- PROPOSED STORM SEWERS
- PROPOSED WATER/FIRE LINE — W
- EXISTING PROCESS SEWERS — P
- WATER METER — W
- EXISTING UTILITY POLE
- EXISTING SPOT ELEV. — +708.50
- PROPOSED SPOT ELEV. — +709.50
- EXISTING LIGHT STANDARD
- PROPOSED LIGHT STANDARD
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- POST INDICATOR VALVE
- EXISTING UTILITY LINE — G — W — E
- EXISTING SIGN
- PROPOSED SIGN
- PROPOSED CONC. PAVT.
- PROPOSED GRAVEL PAVT.
- SWALE
- EXISTING TREE
- EXISTING TREELINE
- DETAIL CALLOUT — 12 / C8 — DETAIL NUMBER / DRAWING NUMBER
- STORM SEWER DESIGNATION — 6
- SANITARY SEWER DESIGNATION — A
- GUY WIRE
- WATER VALVE
- GAS VALVE
- GRATE MANHOLE
- CLEAN OUT — C.O.
- BOLLARD
- PULL BOX
- SANITARY MANHOLE — S
- CURBE INLET
- GRATE INLET
- ELECTRIC METER — E
- FENCE — X — X
- EXISTING STRUCTURE
- EXISTING STRUCTURE TO BE REMOVED
- TRASH ENCLOSURE
- EXISTING WALL — W
- PROPOSED WALL
- SILT FENCE
- CONSTRUCTION FENCE
- GUARD RAIL
- GRAVEL BAG SILTATION CONTROL
- CHAIN LINK FENCE — X — X — X
- DECORATIVE ALUMINUM
- BUILDING ADDRESS — 16021

ABBREVIATIONS

A.C.	AIR CONDITIONER	L.S.	LIGHT STANDARD
A.I.	AREA INLET	M.H.	MANHOLE
ASPH.	ASPHALT	N/F	NOW OR FORMERLY
A.T.G.	ADJUST TO GRADE	O.H.E.	OVERHEAD ELECTRIC
BLDG.	BUILDING	P.B.	PLAT BOOK
C.P.P.	CORRUGATED POLYETHYLENE PIPE	PG.	PAGE
C.I.	CURB INLET	P.V.C.	POLYVINYL CHLORIDE PIPE
C.O.	CLEANOUT	PAVT.	PAVEMENT
CONC.	CONCRETE	REQ'D.	REQUIRED
D.B.	DEED BOOK	R.C.P.	REINFORCED CONCRETE PIPE
D.G.I.	DOUBLE GRATE INLET	R.O.W.	RIGHT OF WAY
DIA.	DIAMETER	S.S.	STREET SIGN
D.I.P.	DUCTILE IRON PIPE	SAN.	SANITARY SEWER
D.S.	DOWNSPOUT	T.B.A.	TO BE ABANDONED
ELEV.	ELEVATION	T.B.R.	TO BE REMOVED
E.O.P.	EDGE OF PAVEMENT	T.B.R.& R.	TO BE REMOVED & REPLACED
ESMT.	EASEMENT	T.B.R.& RELOC.	TO BE REMOVED & RELOCATED
EXIST.	EXISTING	U.G.E.	UNDERGROUND ELECTRIC
F.E.S.	FLARED END SECTION	U.G.T.	UNDERGROUND TELEPHONE
F.D.	FLOOR DRAIN	U.I.P.	TO BE USED IN PLACE
F.F.	FINISH FLOOR	V.C.P.	VITRIFIED CLAY PIPE
F.H.	FIRE HYDRANT	W.	WIDE
FND.	FOUND	( )	INDICATED RECORD INFORMATION
F.O.L.	FIBER OPTIC LINE		
G.P.	GUARD POST		
G.I.	GRATE INLET		

BOUNDARY LEGEND

- FOUND 1/2" IRON PIPE UNLESS OTHERWISE NOTED
- FOUND 1/2" IRON ROD UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- FOUND COTTON PICKER SPINDLE
- FOUND RAILROAD SPIKE
- FOUND CONCRETE MONUMENT
- FOUND STONE
- FOUND R.O.W. MARKER
- FOUND AXLE
- SET 1/2" IRON ROD UNLESS OTHERWISE NOTED



LOCATION MAP

PERTINENT DATA

PROPERTY ADDRESS:	LOCATOR NUMBER	OWNER
11056 OLIVE BLVD. CREVE COEUR, MO 63141	17N540046	FORSYTH INVESTMENT LLC
11032 OLIVE BLVD. CREVE COEUR, MO 63141	17N540057	FORSYTH INVESTMENT LLC
11004 OLIVE BLVD. CREVE COEUR, MO 63141	17N540732	BG OLIVE & GRAESER LLC
825 GRAESER RD. CREVE COEUR, MO 63141	17N520554	BG OLIVE & GRAESER LLC
827 GRAESER RD. CREVE COEUR, MO 63141	17N520543	BG OLIVE & GRAESER LLC

EXISTING ZONING:	GC – GENERAL COMMERCIAL DISTRICT
PROPOSED ZONING:	PMD – PLANNED MIXED-USE DEVELOPMENT
SITE AREA:	4.42 AC (192,686 SQ. FT.)
EXISTING USE:	COMMERCIAL RETAIL & VACANT PROPERTY
PROPOSED USE:	MULTI FAMILY AND RETAIL
WATER SHED:	RIVER DES PERES 1
WATER DISTRICT:	MISSOURI AMERICAN WATER COMPANY
FIRE DISTRICT:	CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT:	LADUE & PARKWAY SCHOOL DISTRICTS
SEWER DISTRICT:	MSD
FLOOD INSURANCE RATE MAP (FIRM):	29189C0191K DATE: 2/4/15

UTILITY/AGENCY CONTACTS

WATER
MISSOURI AMERICAN WATER
727 CRAIG ROAD
CREVE COEUR, MO 63141
(866) 430-0820

GAS
SPIRE
720 OLIVE ST.
ST. LOUIS MO 63101
(314) 342-0709

ELECTRIC
AMEREN U.E.
P.O. BOX 66149, MC 700
ST. LOUIS, MO 63166-6149
(314) 554-2821

SEWER DISTRICT
METROPOLITAN ST. LOUIS SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
CONTACT: PLAN REVIEW
(314) 768-6200

FIRE PROTECTION
CREVE COEUR FIRE DISTRICT
11221 OLIVE BLVD.
CRETE COEUR, MO 63141
(314) 432-5570

STREET DEPARTMENT
CREVE COEUR PUBLIC WORKS
300 N. NEW BALLAS ROAD
CREVE COEUR, MO 63141
(314) 872-2538

MISSOURI DEPARTMENT OF TRANSPORTATION
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017
(888) 275-6636

BENCHMARK:
STL. CO. #13-292: 690.23 FTUS NAVD88
– CUT "SQ" ON TOP OF THE NORTH SIDE OF THE ROUND CONCRETE BASE FOR A TRAFFIC SIGNAL MAST LOCATED ON THE SOUTHEAST CORNER OF OLIVE BOULEVARD AND GRAESER ROAD; ROUGHLY 55 FEET EAST OF THE CENTERLINE OF GRAESER ROAD AND 50 FEET SOUTH OF THE CENTERLINE OF OLIVE BOULEVARD.

SITE BENCHMARK:
684.90 FtUS NAVD88 –P.K. NAIL ON TOP OF THE SOUTH SIDE OF THE ROUND CONCRETE BASE FOR A TRAFFIC SIGNAL MAST LOCATED ON THE SOUTHWEST CORNER OF OLIVE BOULEVARD AND GRAESER ROAD; ROUGHLY 56± FEET WEST OF THE CENTERLINE OF GRAESER ROAD AND 50± FEET SOUTH OF THE CENTERLINE OF OLIVE BOULEVARD.

INDEX

SC1 EXISTING SITE PLAN
SC2 PROPOSED BOUNDARY PLAN
SC3 SITE CONCEPT PLAN
SC4 SITE CROSS SECTIONS

STOP! Call Before you DIG
1-800-344-7483
TOLL FREE

State Law requires 2 days advance notice. "The law in the State of Missouri defines emergency excavation as one preventing danger to life, health, or property."

MISSOURI ONE-CALL SYSTEM INC.
824 Weathered Rock Road
Jefferson City, MO 65101
Phone: 573-635-1818
Fax: 573-635-8402

www.mo1call.com

1-800-DIG-RITE

If at anytime the 1-800-DIG-RITE number fails to work, call 1-573-636-1550.
A recording will give you another 800 number you can use to report the problem.

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

STATE OF MISSOURI — LEONARD J. MEERS — NUMBER E-28288 — REGISTERED PROFESSIONAL ENGINEER
2/27/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 300D
ST. LOUIS, MO 63128
PH. (314) 849-6100
FAX (314) 849-6010
www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: TITLE SHEET

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 3/3/26
CHECKED BY: L.M.
DATE: 3/3/26
SHEET: SC0

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J:\4311\4311Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY RET.ML.dwg 2/27/2026 8:27 AM Rich Sharp

OLIVE (90'w.) BLVD.
PUBLIC RIGHT-OF-WAY

L=147.67', R=2820.12'
D=003°00'00"
Ch=S85°20'48"E, 147.65'

L=161.75', R=2830.35'
D=003°16'28"
Ch=S83°11'44"E, 161.73'

S75°14'25"E 214.66'

N00°07'32"E 281.53'

12' STATE EASEMENT
D.B. 5405 Pg. 429

(20) (13)
District Development
Agreement
D.B. 18720, Pg. 4274
"Stern Property"

BLDG. COLUMN (TYP.)

250.1'

CANOPY

EXIST. BUILDING TO BE DEMOLISHED
1 STORY BRICK BUILDING
BUILDING HEIGHT: 17.5'±
15,031 SQUARE FEET

60.0'

60.1'

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

ZONING
GC–GENERAL COMMERCIAL

N/F
FORSYTH INVESTMENTS LLC
11032 OLIVE BLVD.
D.B. 17821 Pg. 2221
Parcel #:17N540057
Parcel #:17N540046
(TITLE #532)

S01°16'41"W 246.62'

N/F
BG OLIVE & GRAESER LLC
11004 OLIVE BLVD.
D.B. 23202 Pg 119
Parcel #: 17N540732
Parcel #: 17N540741
(TITLE #531, PARCEL 1)

10' GAS EASEMENT
D.B. 6280 Pg. 1810

10' GAS EASEMENT
D.B. 5234 Pg. 148

5' GAS EASEMENT
D.B. 6307 Pg. 384

10' SEWER EASEMENT
D.B. 6205 Pg. 580

10' SEWER EASEMENT
D.B. 5114 Pg. 186

15' SEWER EASEMENT
D.B. 5114 Pg. 188

N88°49'10"W 193.59'
(N89° 12'E, 145.00')

(N89° 12'W 388.82')

10' ROADWAY EASEMENT
D.B. 2676 Pg. 614

S85°54'28"W 109.56'

N85°45'16"E 87.02'

N00°32'19"W 196.30'

N00°32'19"W 159.17'

N00°15'34"E 160.70'

(N0° 46'W 160.01')

N89°02'25"W 410.79'

N. GRAESER (40') ROAD
PUBLIC RIGHT-OF-WAY

SITE BENCHMARK: 684.90
P.K. NAIL ON TOP OF
CONC. PILLAR OF STREET SIGN

BASIS OF BEARING
MISSOURI STATE PLANE GRID,
NORTH FROM STATIC GPS TIES
TO GEOGRAPHIC REFERENCE
SYSTEM MONUMENTS

(IN FEET)
1 inch = 20 ft.

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

ZONING
GC–GENERAL COMMERCIAL

N/F
MONSANTO CREDIT UNION
10950 OLIVE BLVD.
D.B. 07126 Pg 0233
Parcel #:17N 631115

ZONING
GC–GENERAL COMMERCIAL

MARY MEADOWS
PLAT BOOK 72, PAGE 25

LOT 1

ZONING
C–SINGLE FAMILY

N/F
MJHM LC THE
848 MARY MEADOWS LN
D.B. 20299 Pg 3247
Parcel #:17N520576

N/F
RICHARDS CHERYL A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532

LOT 2

N/F
MCGUIRE JOHN P & GLORIAN D H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510

LOT 3

ZONING
C–SINGLE FAMILY

DETENTION AREA

N/F
HENNESSEY DEVELOPMENT INC
11013 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520932

N/F
SHI BO & XU WEIJIE T/E
11011 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520884

LOT 3

ZONING
C–SINGLE FAMILY

MARTIN GROVE
PLAT BOOK 299, PAGE 20

EXISTING BUILDING

N/F
BG OLIVE & GRAESER LLC
827 GRAESER RD
D.B. 23466 Pg 2128
Parcel #:17N520543
(TITLE #531, PARCEL 3)
(TITLE #531, PARCEL 2 EXCEPTION)

N/F
BG OLIVE & GRAESER LLC
825 GRAESER RD
D.B. 23466 Pg 2128
Parcel #:17N520554
(TITLE #531, PARCEL 2)

N/F
SILVERMAN ROSS L & HEATHER P H/W
11007 MARTIN GROVE LN
D.B. 21936 Pg 2926
Parcel #:17N520873

LOT 2

EXISTING BUILDING

ZONING
C–SINGLE FAMILY

N/F
LI BO & FANG MING T/E
11003 MARTIN GROVE LN
D.B. 23888 Pg 1629
Parcel #:17N520862

LOT 1

ZONING
C–SINGLE FAMILY

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER

2/23/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E–28288

GRIMES CONSULTING, INC.
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FAX (314) 849-6010
www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SHEET TITLE
EXISTING SITE PLAN

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	3/3/26
CHECKED BY:	L.M.
DATE:	3/3/26
SHEET:	SC1

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J:\4311\4311\Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY RETAIL.dwg/2/27/2026 8:08 AM/Rob Sharp

OLIVE (90'w.) BLVD.

FOUND 1/2" PIPE

L=147.67', R=2820.12'
D=003°00'00"
Ch=S85°20'48"E, 147.65'

L=161.75', R=2830.35'
D=003°16'28"
Ch=S83°11'44"E, 161.73'

15' Building Setback

PROPOSED SITE BOUNDARY

S75°14'25"E 214.66'

POINT OF BEGINNING

U.S. SURVEY 1962

INTERIOR LOT LINES TO BE REMOVED

FOUND 5/8" IRON ROD

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

ZONING
GC–GENERAL COMMERCIAL

N00°07'32"E 281.53'

55' Building Setback

TOTAL TRACT = 4.42 ACRES
(192,686.33 SQ. FT.)
CURRENT ZONING: GC-GENERAL COMMERCIAL
PROPOSED ZONING: PMD - PLANNED MIXED-USE DEVELOPMENT

S01°16'41"W 246.62'

N/F
FORSYTH INVESTMENTS LLC
11032 OLIVE BLVD
D.B. 17821 Pg 2221
Parcel #:17N540057
Parcel #:17N540046
(TITLE #532)

N/F
BG OLIVE & GRAESER LLC
11004 OLIVE BLVD.
D.B. 23202 Pg 119
Parcel #: 17N540732
Parcel #: 17N540741
(TITLE #531, PARCEL 1)

N. GRAESER (40') ROAD

S00°32'19"E 196.30'

S00°32'19"E 355.47'

10' Building Setback

PROPOSED SITE BOUNDARY

PROPOSED SITE BOUNDARY

50' Building Setback

FOUND 1/2" ROD

INTERIOR LOT LINES TO BE REMOVED

FOUND 5/8" IRON ROD

N85°45'16"E 87.02'

S85°54'28"W 109.56'

N88°49'10"W 144.94'

N88°49'10"W 193.59'

FOUND 1" IRON PIPE

FOUND 1/2" PIPE

INTERIOR LOT LINES TO BE REMOVED

N88°49'10"W 214.97'

50' Building Setback

N/F
MJHM LC THE
848 MARY MEADOWS LN
D.B. 20299 Pg 3247
Parcel #:17N520576

ZONING
C–SINGLE FAMILY

N/F
BG OLIVE & GRAESER LLC
827 GRAESER RD
D.B. 23466 Pg 2128
Parcel #:17N520543
(TITLE #531, PARCEL 3)
(TITLE #531, PARCEL 2 EXCEPTION)

INTERIOR LOT LINES TO BE REMOVED

N/F
BG OLIVE & GRAESER LLC
825 GRAESER RD
D.B. 23446 Pg 2128
Parcel #:17N520554
(TITLE #531, PARCEL 2)

FOUND 1/2" IRON PIPE JAMES

N00°15'34"E 160.70'

N00°37'32"W 150.19'

S00°32'19"E 159.17'

PROPOSED SITE BOUNDARY

50' Building Setback

N/F
RICHARDS CHERYL A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532

ZONING
C–SINGLE FAMILY

N88°02'25"W 147.44'

FOUND 1/2" PIPE

FOUND 1/2" ROD

N88°02'25"W 263.34'

PROPOSED SITE BOUNDARY

FOUND 1" IRON PIPE

FOUND 1/2" IRON ROD ILLEGIBLE

N89°02'25"W 410.79'

FOUND 1/2" ROD

N/F
HENNESSEY DEVELOPMENT INC
11013 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520932

ZONING
C–SINGLE FAMILY

N/F
MCGUIRE JOHN P & GLORIAN D H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510

ZONING
C–SINGLE FAMILY

N/F
SHI BO & XU WEIJIE T/E
11011 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520884

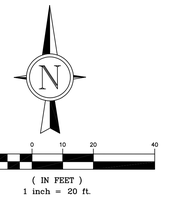
ZONING
C–SINGLE FAMILY

N/F
SILVERMAN ROSS L & HEATHER P H/W
11007 MARTIN GROVE LN
D.B. 21936 Pg 2926
Parcel #:17N520873

ZONING
C–SINGLE FAMILY

N/F
LI BO & FANG MING T/E
11003 MARTIN GROVE LN
D.B. 23888 Pg 1629
Parcel #:17N520862

ZONING
C–SINGLE FAMILY



BASIS OF BEARING

MISSOURI STATE PLANE GRID
NORTH FROM STATIC GPS TIES
TO GEOGRAPHIC REFERENCE
SYSTEM MONUMENTS

PROPERTY BOUNDARY DESCRIPTION

A TRACT OF LAND PARTLY IN U.S. SURVEY 1962 AND PARTLY IN SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST, OF THE FIFTH PRINCIPLE MERIDIAN, ST. LOUIS COUNTY, MISSOURI, DESCRIBED AS: BEGINNING AT A FOUND 5/8 INCH ROD BEING THE INTERSECTION OF THE SOUTH LINE RIGHT–OF–WAY LINE OF OLIVE STREET ROAD AND THE WEST RIGHT–OF–WAY LINE OF GRAESER ROAD; THENCE SOUTH 00 DEGREES 32 MINUTES 19 SECONDS EAST A DISTANCE OF 355.47 FEET ALONG THE WEST LINE OF GRAESER ROAD TO A FOUND 1/2 INCH ROD, THENCE LEAVING THE WEST RIGHT–OF–WAY LINE OF GRAESER ROAD NORTH 89 DEGREES 02 MINUTES 25 SECONDS WEST A DISTANCE OF 410.79 FEET BEING THE NORTH PROPERTY LINE OF ROSS & HEATHER SILVERMAN AS RECORDED IN DEED BOOK 21936, PAGE 2926, BO SHI & ZU WEIJIE AS RECORDED IN DEED BOOK 08700, PAGE 1869, AND HENNESSEY DEVELOPMENT INC. AS RECORDED IN DEED BOOK 08700, PAGE 1869; THENCE NORTH 00 DEGREES 15 MINUTES 34 SECONDS EAST A DISTANCE OF 160.70 FEET TO A FOUND 1/2 INCH ROD BEING THE WEST PROPERTY LINE OF CHERYL RICHARDS AS RECORDED IN DEED BOOK 18342 AND THE MJHM LC AS RECORDED IN DEED BOOK 20299, PAGE 3247; THENCE SOUTH 85 DEGREES 54 MINUTES 28 SECONDS WEST A DISTANCE OF 109.56 FEET TO A FOUND 5/8 INCH ROD BEING THE NORTH PROPERTY LINE OF THE MJHM LC AS RECORDED IN DEED BOOK 20299, PAGE 3247; THENCE NORTH 00 DEGREES 07 MINUTES 32 SECONDS EAST A DISTANCE OF 281.53 FEET TO A FOUND 1/2 INCH PIPE BEING THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD; THENCE ALONG THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD A CURVE TO THE RIGHT WITH A RADIUS OF 2820.12 FEET A DISTANCE OF 147.67 FEET DELTA 03 DEGREES 00 MINUTES 00 SECONDS, CHORD BERING SOUTH 85 DEGREES 20 MINUTES 48 SECONDS EAST A DISTANCE OF 147.65 FEET; THENCE CONTINUING ALONG THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD A CURVE TO THE RIGHT WITH A RADIUS OF 2830.35 FEET A DISTANCE OF 161.75 FEET DELTA 03 DEGREES 16 MINUTES 28 SECONDS, CHORD BERING SOUTH 83 DEGREES 11 MINUTES 44 SECONDS EAST A DISTANCE OF 161.73 FEET; THENCE CONTINUING ALONG THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD SOUTH 75 DEGREES 14 MINUTES 25 SECONDS EAST A DISTANCE OF 214.66 FEET TO THE POINT OF BEGINNING.

TRACT OF LAND CONTAINING 192,686.33 SQUARE FEET (4.42 ACRES)

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESS IONAL ENGINEER
2/27/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E–28288

GRIMES CONSULTING, INC.
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www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
PROPOSED BOUNDARY ADJUSTMENT

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	3/3/26
CHECKED BY:	L.M.
DATE:	3/3/26
SHEET:	SC2

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I:\4311\4311\Drawings\Engineering\SDP\1004 OLIVE MULTIFAMILY-RETAIL.dwg(3/27/2026 9:39 AM)Rick Sharp

BASIS OF BEARING

MISSOURI STATE PLANE GRID NORTH FROM STATIC GPS TIES TO GEOGRAPHIC REFERENCE SYSTEM MONUMENTS

(IN FEET)
1 inch = 20 ft.

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: SITE CONCEPT

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 3/3/26
CHECKED BY: L.M.
DATE: 3/3/26
SHEET: SC3

LEONARD J. MEERS
NUMBER E-28288
2/27/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

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PE COA# E-1470-D
PLS COA# LS-343-D

DATE | REV. NO. | REMARKS

SITE ZONING

EXISTING ZONING: GC – GENERAL COMMERCIAL DISTRICT
PROPOSED ZONING: PMD – PLANNED MIXED–USE DEVELOPMENT

SITE COVERAGE

BUILDINGS = 33,306 S.F. (POOL HOUSE & MULTI–FAMILY BLDG.)
PARKING LOT = 89,793 S.F.
TOTAL SITE COVERAGE = 123,099 S.F. (2.82 ACRES)

PROJECT SITE COVERAGE = 2.82 AC./4.42 AC. x 100 =63.80%
(EXCLUDING LANDSCAPED AND GREEN SPACES, PLAZA, PEDESTRIAN CIRCULATION AREAS, POOL DECKS AND PATIOS, AND UNPAVED BUFFER AREAS)

RESIDENTIAL DENSITY

PROPOSED RESIDENTIAL UNITS = 147
DWELLING UNITS PER ACRE = 147/4.42 AC.=33.26 UNITS PER ACRE

FLOOR AREA RATIO

BUILDING = 163,500 S.F. (MULTI–FAMILY BLDG. 4 FLOORS)
FAR COVERAGE = 163,500 S.F.(3.75 AC.)/4.42 AC. x 100 =84.84%

PARKING

9'x19' PARKING SPACES = 241 SPACES
ACCESSIBLE SPACES = 7 SPACES
ELECTRIC CHARGING SPACES = 4
TOTAL SPACES = 252
(REFER TO PARKING REPORT BY OTHERS)

ELECTRIC CHARGING SPACES REQUIRED = 5% OF TOTAL PARKING
252 X 5% = 12 SPACES
4 SPACES PROVIDED WITH 8 ADDITIONAL SPACES READY TO BE CONVERTED

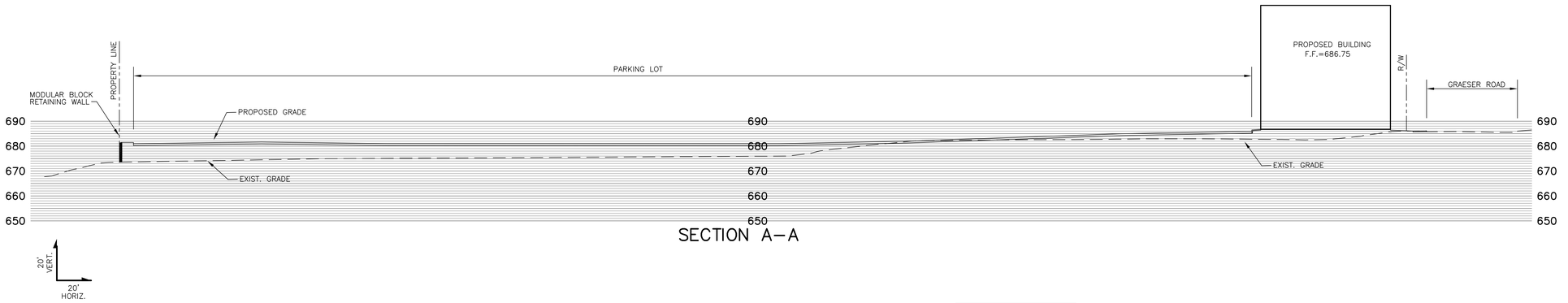
BUILDING HEIGHT

PROPOSED BUILDING HEIGHT 4 STORIES
FIRST FLOOR TO PARAPET = 54'–5"

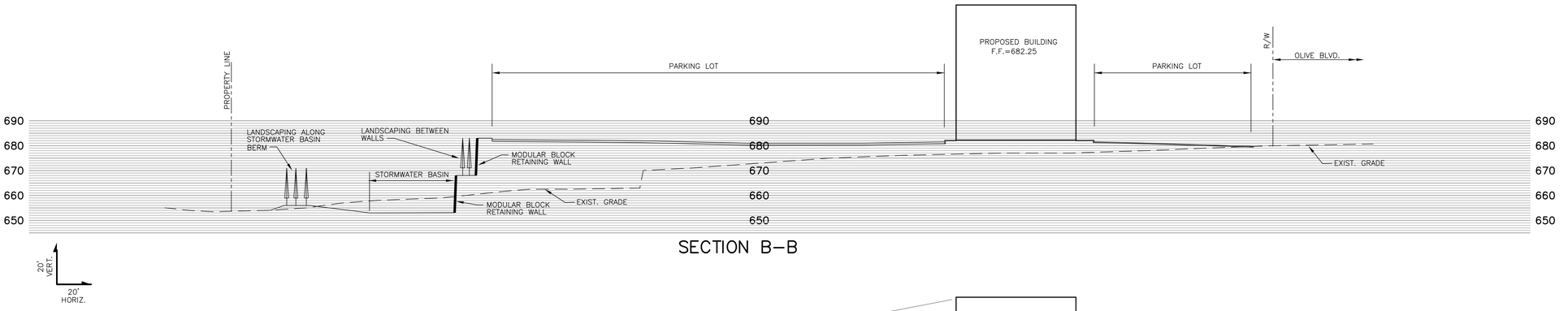
PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

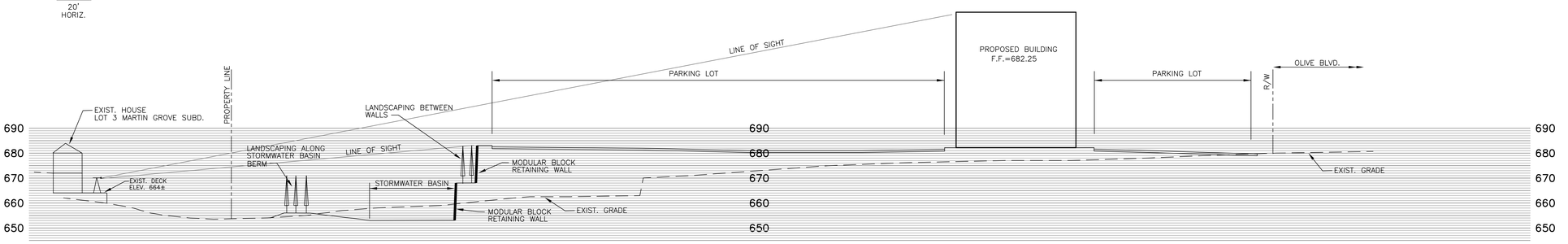
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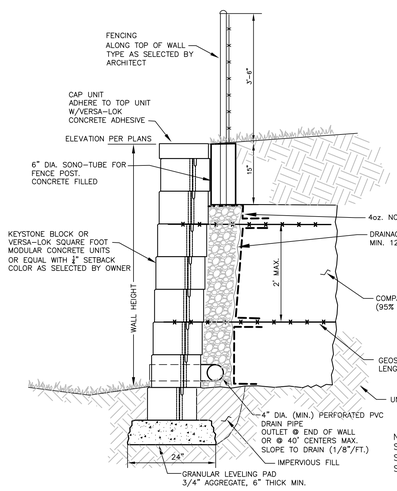
SECTION A–A



SECTION B–B



LOT 3 MARTIN GROVE SUBD.
SIGHT LINE PERSPECTIVE



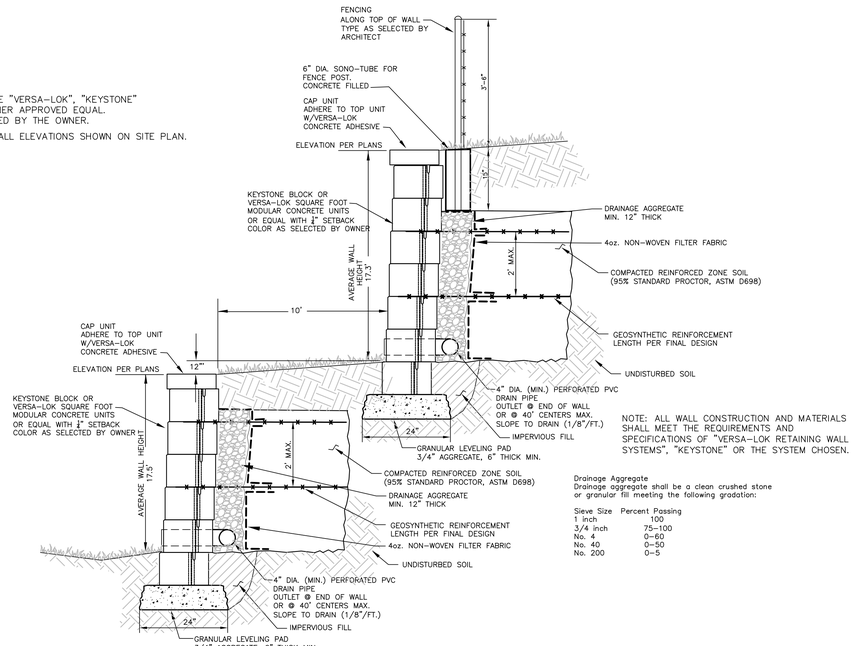
SINGLE RETAINING WALL TYPICAL SECTION

NOTES:
1. MODULAR BLOCK RETAINING WALLS SHALL BE "VERSA–LOK", "KEYSTONE" MODULAR BLOCK WALL SYSTEMS OR AN OWNER APPROVED EQUAL. BLOCK TYPE AND COLOR SHALL BE APPROVED BY THE OWNER.
2. AVERAGE DUAL WALL HEIGHTS BASED ON WALL ELEVATIONS SHOWN ON SITE PLAN.
3. MAXIMUM DUAL WALL HEIGHT 37.8 FEET
4. MINIMUM DUAL WALL HEIGHT 28.5 FEET
4. MINIMUM DUAL WALL HEIGHT 28.5 FEET

Drainage Aggregate
Drainage aggregate shall be a clean crushed stone or granular fill meeting the following gradation:

Sieve Size	Percent Passing
1 inch	100
3/4 inch	75–100
No. 4	0–60
No. 40	0–50
No. 200	0–5

NOTE: ALL WALL CONSTRUCTION AND MATERIALS SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF "VERSA–LOK RETAINING WALL SYSTEMS", "KEYSTONE" OR THE SYSTEM CHOSEN.



DUAL RETAINING WALL TYPICAL SECTION

NOTE: ALL WALL CONSTRUCTION AND MATERIALS SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF "VERSA–LOK RETAINING WALL SYSTEMS", "KEYSTONE" OR THE SYSTEM CHOSEN.

Drainage Aggregate
Drainage aggregate shall be a clean crushed stone or granular fill meeting the following gradation:

Sieve Size	Percent Passing
1 inch	100
3/4 inch	75–100
No. 4	0–60
No. 40	0–50
No. 200	0–5



ALLEGHENY

VERSA–LOK BLOCK COLOR



KEYSTONE BLOCK COLOR

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER
2/27/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

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REV. NO.	REMARKS	DATE

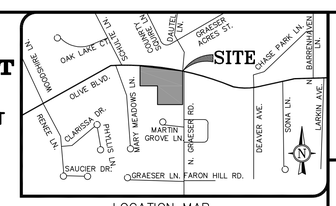
SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: SITE CROSS SECTIONS

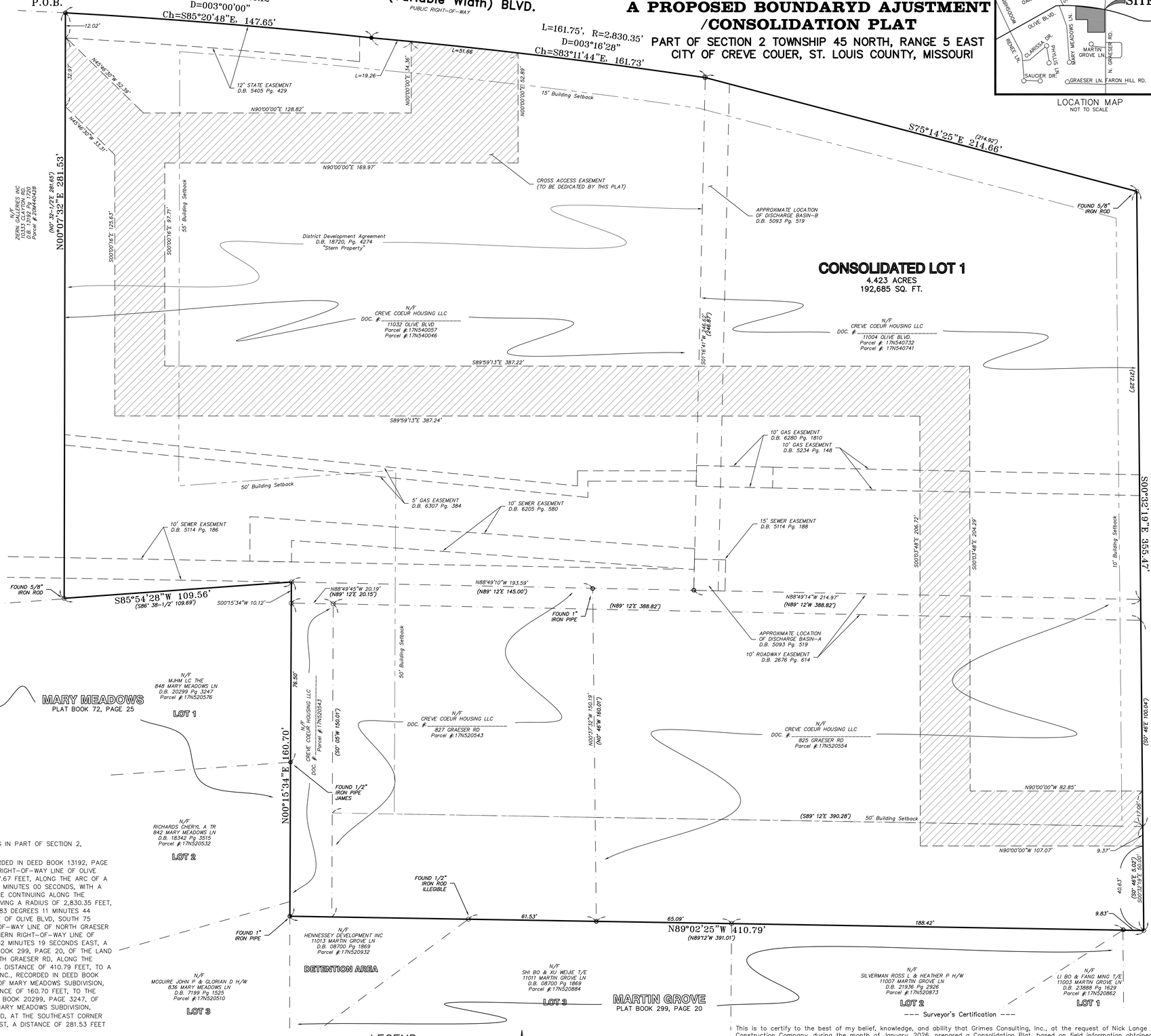
JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 3/3/26
CHECKED BY: L.M.
DATE: 3/3/26
SHEET: SC4

J:\4311\4311\Drawings\Engineering\SDP\SITE DEVELOPMENT PLAN\GRAESER STATION SITE DEVELOPMENT PLAN GRADING.dwg 3/27/2026 9:27 AM Rick Sharp
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GRAESER STATION
A PROPOSED BOUNDARYD AJUSTMENT /CONSOLIDATION PLAT
PART OF SECTION 2 TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COUER, ST. LOUIS COUNTY, MISSOURI



LOCATION MAP
NOT TO SCALE



--- Owner's Certification ---

(I or We) the undersigned owner(s) of land hereupon platted and further described in the foregoing description, have caused these lots to be adjusted in land area in the manner shown on this plat, which boundary adjustment shall hereafter be known as the "GRAESER STATION, A CONSOLIDATION PLAT".

The "Cross Access Easement" as shown hatched [//////////////] hereon, is hereby dedicated to Creve Coeur Housing, LLC, their successors and assigns as their interests may appear, for the purposes of cross access.

This boundary adjustment plat doesn't vacate existing easements.

In witness whereof, I have herewith set my hand this _____ day of _____, 2026.

Creve Coeur Housing LLC
A Missouri Limited Liability Company

_____ _____
Print Name, Title

State of Missouri)
)SS.
County of St. Louis)

On this _____ day of _____, 2026 before me did appear _____ who being by me duly sworn did say that he is the _____ of Creve Coeur Housing LLC a Limited Liability Company in the State of Missouri and that said instrument was signed on behalf of said company and that said _____ _____ acknowledged said instrument to be the free act and deed of said Creve Coeur Housing LLC a Limited Liability Company.

In testimony whereof, I have herewith set my hand and affixed my official seal in the County and State aforesaid the day and year last above written.

_____ My commission expires: _____
Notary Public

--- Lien Holder's Certificate ---

The undersigned holder or legal owner of notes secured by deed recorded in Book _____, Page _____ of the St. Louis County records, for the tract of land described hereon joins in and approves in every detail this consolidation plat.

In witness whereof, I have herewith set my hand this _____ day of _____, 2026.

Bank:

_____ _____
Print name, Title

State of Missouri)
)SS.
County of St. Louis)

On this _____ day of _____, 2026 before me did appear _____ who being by me duly sworn did say that he is the _____ of (bank name)_____, a corporation in the State of Missouri and that said instrument was signed on behalf of said corporation and that said _____ acknowledged said instrument to be the free act and deed of said corporation.

In testimony whereof, I have herewith set my hand and affixed my official seal in the County and State aforesaid the day and year last above written.

_____ My commission expires: _____
Notary Public

--- Boundary Adjustment Plat Script ---

Creve Coeur City Script

It is hereby certified that this Boundary Adjustment Plat was approved by the Creve Coeur Planning and Zoning Commission on the _____day of _____, 20____ pursuant to the Section 410.030.D of the Subdivision Regulations, in Chapter 410 of the Municipal Code of the City of Creve Coeur.

City of Creve Coeur, Missouri

_____
Julie LaBonte, Chair
Chair, Planning And Zoning Commission

_____
Kellie Henke
City Clerk

--- Property Boundary Description ---

A TRACT OF LAND SITUATED IN THE CITY OF CREVE COEUR, COUNTY OF ST. LOUIS, STATE OF MISSOURI, LYING IN PART OF SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO ZIERN GALLERIES INC., AS RECORDED IN DEED BOOK 13192, PAGE 1720 OF THE LAND RECORDS OF SAID ST. LOUIS COUNTY, MISSOURI, SAID CORNER BEING ON THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, 90 FEET WIDE; THENCE EASTERLY ALONG THE SOUTHERN RIGHT-OF-WAY LINE OF SAID OLIVE BLVD, 147.67 FEET, ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2,820.12 FEET, THROUGH A CENTRAL ANGLE OF 003 DEGREES 00 MINUTES 00 SECONDS, WITH A CHORD THAT BEARS SOUTH 85 DEGREES 20 MINUTES 48 SECONDS EAST, A DISTANCE OF 147.65 FEET; THENCE CONTINUING ALONG THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, 161.75 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2,830.35 FEET, THROUGH A CENTRAL ANGLE OF 003 DEGREES 16 MINUTES 28 SECONDS, WITH A CHORD THAT BEARS SOUTH 83 DEGREES 11 MINUTES 44 SECONDS EAST, A DISTANCE OF 161.73 FEET; THENCE CONTINUING ALONG THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, SOUTH 75 DEGREES 14 MINUTES 25 SECONDS EAST, A DISTANCE OF 214.66, TO AN IRON ROD ON THE WESTERN RIGHT-OF-WAY LINE OF NORTH GRAESER ROAD, 40 FEET WIDE, ALSO BEING THE EASTERN PROPERTY LINE OF SAID TRACT; THENCE LEAVING THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, AND ALONG THE WESTERN RIGHT-OF-WAY LINE OF NORTH GRAESER ROAD, SOUTH 00 DEGREES 32 MINUTES 19 SECONDS EAST, A DISTANCE OF 355.47 FEET, TO THE NORTHEAST CORNER OF MARTIN GROVE SUBDIVISION, RECORDED IN PLAT BOOK 299, PAGE 20, OF THE LAND RECORDS OF SAID ST. LOUIS COUNTY, MISSOURI; THENCE LEAVING THE WESTERN RIGHT-OF-WAY LINE OF NORTH GRAESER RD, ALONG THE NORTH PROPERTY LINE OF MARTIN GROVE SUBDIVISION, NORTH 89 DEGREES 02 MINUTES 25 SECONDS WEST, A DISTANCE OF 410.79 FEET, TO A FOUND IRON PIPE AT THE NORTHWEST CORNER OF A DETENTION AREA, OWNED BY HENNESSEY DEVELOPMENT INC., RECORDED IN DEED BOOK 08700, PAGE 1869, OF THE LAND RECORDS OF ST. LOUIS COUNTY, MISSOURI, AND THE EAST LINE OF LOT 3 OF MARY MEADOWS SUBDIVISION, RECORDED IN PLAT BOOK 72, PAGE 25; THENCE NORTH 00 DEGREES 15 MINUTES 34 SECONDS EAST, A DISTANCE OF 160.70 FEET, TO THE NORTHEAST CORNER OF LOT 1 OF MARY MEADOWS SUBDIVISION, OWNED BY THE MJHM LC, RECORDED IN DEED BOOK 20299, PAGE 3247, OF THE LAND RECORDS OF ST. LOUIS COUNTY, MISSOURI; THENCE SOUTH ALONG THE NORTH LINE OF LOT 1 OF MARY MEADOWS SUBDIVISION, SOUTH 85 DEGREES 54 MINUTES 28 SECONDS WEST, A DISTANCE OF 109.56 FEET, TO A FOUND 5/8" IRON ROD, AT THE SOUTHEAST CORNER OF PROPERTY CONVEYED TO ZIERN GALLERIES INC.; THENCE NORTH 00 DEGREES 07 MINUTES 32 SECONDS EAST, A DISTANCE OF 281.53 FEET TO THE POINT OF BEGINNING.

CONTAINING 4.423 ACRES (192,685 SQUARE FEET) ACCORDING TO SURVEY BY GRIMES CONSULTING INC., LS-343-D. DATED JANUARY 2026.

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

ABBREVIATIONS

N/F	NOW OR FORMERLY
D.B.	DEED BOOK
P.B.	PLAT BOOK
Pg.	PAGE
w/	WITH
(TYP.)	TYPICAL
P.O.B.	POINT OF BEGINNING
CONC.	CONCRETE
(xx)	RECORD BEARING AND/OR DISTANCE
[xx]	TITLE COMMITMENT EXCEPTION NUMBER

LEGEND

- FOUND 1/2" IRON PIPE UNLESS OTHERWISE NOTED
- FOUND 1/2" IRON ROD UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- FOUND COTTON PICKER SPINDLE
- FOUND RAILROAD SPIKE
- FOUND CONCRETE MONUMENT
- FOUND STONE
- FOUND R.O.W. MARKER
- FOUND AXLE
- SET 1/2" IRON ROD UNLESS OTHERWISE NOTED

20 0 20 40
(IN FEET)
1 inch = 20 ft.

BASIS OF BEARING
MISSOURI STATE PLANE
GRID NORTH FROM GPS
TIES TO MODOT GLOBAL
NAVIGATION SATELLITE
REAL-TIME NETWORK

--- Surveyor's Certification ---

I This is to certify to the best of my belief, knowledge, and ability that Grimes Consulting, Inc., at the request of Nick Lange of Russell Construction Company, during the month of January, 2026, prepared a Consolidation Plat, based on field information obtained from field personnel under my direction of a tract of land being part of Section 2, Township 45 North, Range 5 East, **Creve Coeur,** Missouri, and have Consolidated said tract in the manner shown hereon.

I declare that under my supervision and to the best of my professional judgment that this survey and the results shown hereon are made in accordance with the current Standards For Property Boundary Surveys for Urban Class Property as set forth by the Missouri Department Of Agriculture, Land Survey Program, and rules promulgated by The Missouri Board For Architects, Professional Engineers, and Professional Land Surveyors and Professional Landscape Architects effective June 30, 2022.

IN WITNESS WHEREOF, we hereunto set our firm name at our office in St. Louis County, Missouri this 26 day of February, 2026.

GRIMES CONSULTING, INC. LS-343-D

By _____
R. CORY SPENCE, PLS No. 2015017842
MISSOURI PROFESSIONAL LAND SURVEYOR

STATE OF MISSOURI
R. CORY SPENCE
NUMBER PLS-2015017842
PROFESSIONAL LAND SURVEYOR

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 306D
ST. LOUIS, MO 63128
PH. (314) 849-6100
FAX (314) 849-6010
www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE
1	Building setbacks added.	01/30/26
2	Easement added	02/25/26

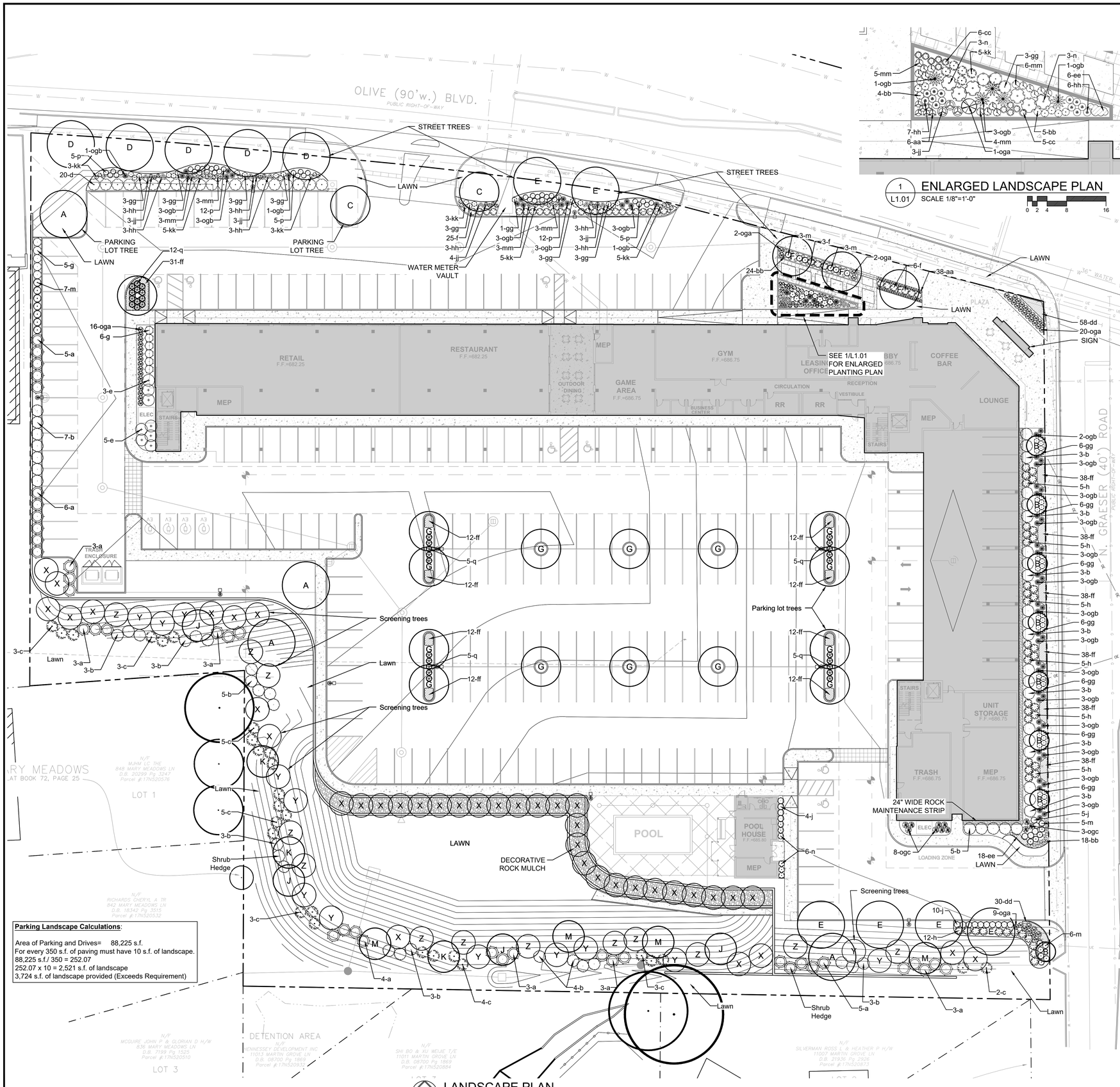
SHEET TITLE: PROPOSED BOUNDARY ADJUSTMENT/ CONSOLIDATION PLAT

JOB NUMBER: 4311A
DRAWN BY: ZOC
DATE: 02/26/26
CHECKED BY: RCS
DATE: 02/26/26
SHEET: 1 of 1

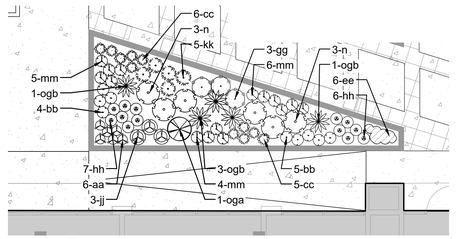
GRAESER STATION
11004 OLIVE BOULEVARD, CREVE COEUR, MISSOURI

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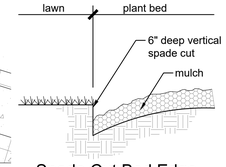
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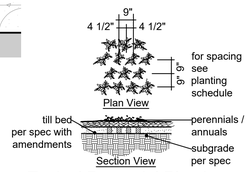
LANDSCAPE PLAN
SCALE 1"=20'



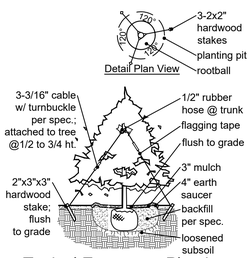
ENLARGED LANDSCAPE PLAN
SCALE 1/8"=1'-0"



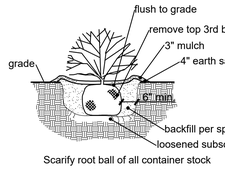
Spade Cut Bed Edge



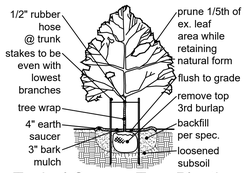
Typical Perennial Planting



Typical Evergreen Planting



Typical Shrub Planting



Typical Canopy Tree Planting

PLANTING SCHEDULE					
ID	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
CANOPY-SHADE TREE					
A	4	Quercus shumardii	Shumard Oak	3" caliper	B & B
B	8	Acer rubrum 'Armstrong'	Armstrong Red Maple	3" caliper	B & B
C	3	Nyssa sylvatica	Blackgum	3" caliper	B & B
D	5	Platanus x acerifolia	London Planetree	3" caliper	B & B
E	6	Liriodendron tulipifera	Tulip Tree	3" caliper	B & B
F	3	Gleditsia triacanthos 'Draves'	Street Keeper Honeylocust	3" caliper	B & B
G	12	Quercus robur x bicolor 'Nadler'	Kindred Spirit Oak	3" caliper	B & B
UNDERSTORY-ORNAMENTAL TREE					
J	4	Amelanchier arborea	Serviceberry	3" caliper	B & B
K	3	Cercis canadensis	Redbud	3" caliper	B & B
M	4	Carpinus betulus 'Frans Fontaine'	Franz Fontaine Hornbeam	3" caliper	B & B
EVERGREEN TREE					
X	41	Thuja 'Green Giant'	Green Giant Arborvitae	6' tall	B & B
Y	13	Picea glauca 'Densata'	Black Hills Spruce	6' tall	B & B
Z	13	Picea abies	Norway Spruce	6' tall	B & B
SHRUBS					
a	40	Ilex x meserveae 'Blue Prince' & 'Blue Princess'	Berri-Magic Royalty Holly Combination	24"	72" o.c.
b	57	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	24"	72" o.c.
c	28	Viburnum rhytidophyllum	Leatherleaf Viburnum	24"	72" o.c.
d	20	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	72" o.c.
e	8	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	24"	72" o.c.
f	34	Thuja occidentalis 'Hetz Mid.'	Hetz Mini Arborvitae	24"	42" o.c.
g	11	Fothergilla gardenii	Dwarf Fothergilla	24"	48" o.c.
h	42	Hydrangea paniculata 'ILVOBO'	Bobo Hardy Hydrangea	24"	48" o.c.
j	15	Ilex glabra 'SMNIGAB17'	Gem Box Inkberry Holly	18"	36" o.c.
m	17	Spiraea japonica 'NCSX1'	Double Play Candy Corn Spirea	18"	36" o.c.
n	12	Hydrangea paniculata 'SMNHPK'	Fire Light Tidbit Hydrangea	18"	36" o.c.
p	56	Aronia melanocarpa 'UCONNAM165'	Low Scape Mound Chokeberry	18"	24" o.c.
q	32	Juniperus horizontalis 'Blue Chip'	Blue Chip Creeping Juniper	1 quart	36" o.c.
ORNAMENTAL GRASSES					
oga	50	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 gallon	30" o.c.
ogb	64	Muhlenbergia capillaris	Muhly Grass	1 gallon	36" o.c.
ogc	11	Panicum virgatum 'Northwind'	Northwind Switchgrass	1 gallon	36" o.c.
PERENNIALS					
aa	44	Iberis sempervirens	Candytuft	1 quart	15" o.c.
bb	51	Coreopsis verticillata 'Moonbeam'	Moonbeam Threadleaf Coreopsis	1 quart	18" o.c.
cc	11	Phlox subulata 'Emerald Pink'	Emerald Pink Creeping Phlox	1 quart	18" o.c.
dd	88	Sedum kamtschaticum	Orange Stonecrop	2" cell plug	12" o.c.
ee	24	Sedum rupestre 'Angelina'	Angelina Stonecrop	2" cell plug	12" o.c.
ff	355	Sedum ternatum	Three-leaved Stonecrop	2" cell plug	12" o.c.
gg	67	Amsonia hubrichtii	Arkansas Bluestar	1 quart	30" o.c.
hh	34	Echinacea purpurea	Purple Coneflower	1 quart	18" o.c.
jj	16	Rudbeckia fulgida var. sullivantii 'Goldsturm'	Goldsturm Black-eyed Susan	1 quart	24" o.c.
kk	29	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 quart	24" o.c.
mm	27	Hylotelephium spectabile 'Autumn Fire'	Autumn Fire Sedum	1 quart	18" o.c.

Parking Landscape Calculations:

Area of Parking and Drives= 88,225 s.f.
For every 350 s.f. of paving must have 10 s.f. of landscape.
88,225 s.f./ 350 = 252.07
252.07 x 10 = 2,521 s.f. of landscape
3,724 s.f. of landscape provided (Exceeds Requirement)

Landscape Notes:
1) Lawn areas shall be turf-type Tall Fescue Grass or approved equivalent.
2) All 3:1 or steeper slopes shall be lawn seed and have erosion control blanket.
3) Topsoil in all disturbed lawn areas at 6" depth.
4) Soil mix in all shrub beds at 8" depth.
5) All mulch to be double ground bark mulch.
6) Bed edges to be spade cut.
7) Underground irrigation system to be installed to provide 100% coverage throughout site.

PREPARED FOR:
CREVE COEUR HOUSING LLC
Contact: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
Email: ghassenflu@garrisoncompanies.com

STATE OF MISSOURI
JERALD A. SAUNDERS
NUMBER LA-7
LANDSCAPE ARCHITECT
3/3/26

Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

Graeser Station
Multi-Family-Retail Building
11004 Olive Boulevard
Creve Coeur, Missouri 63141

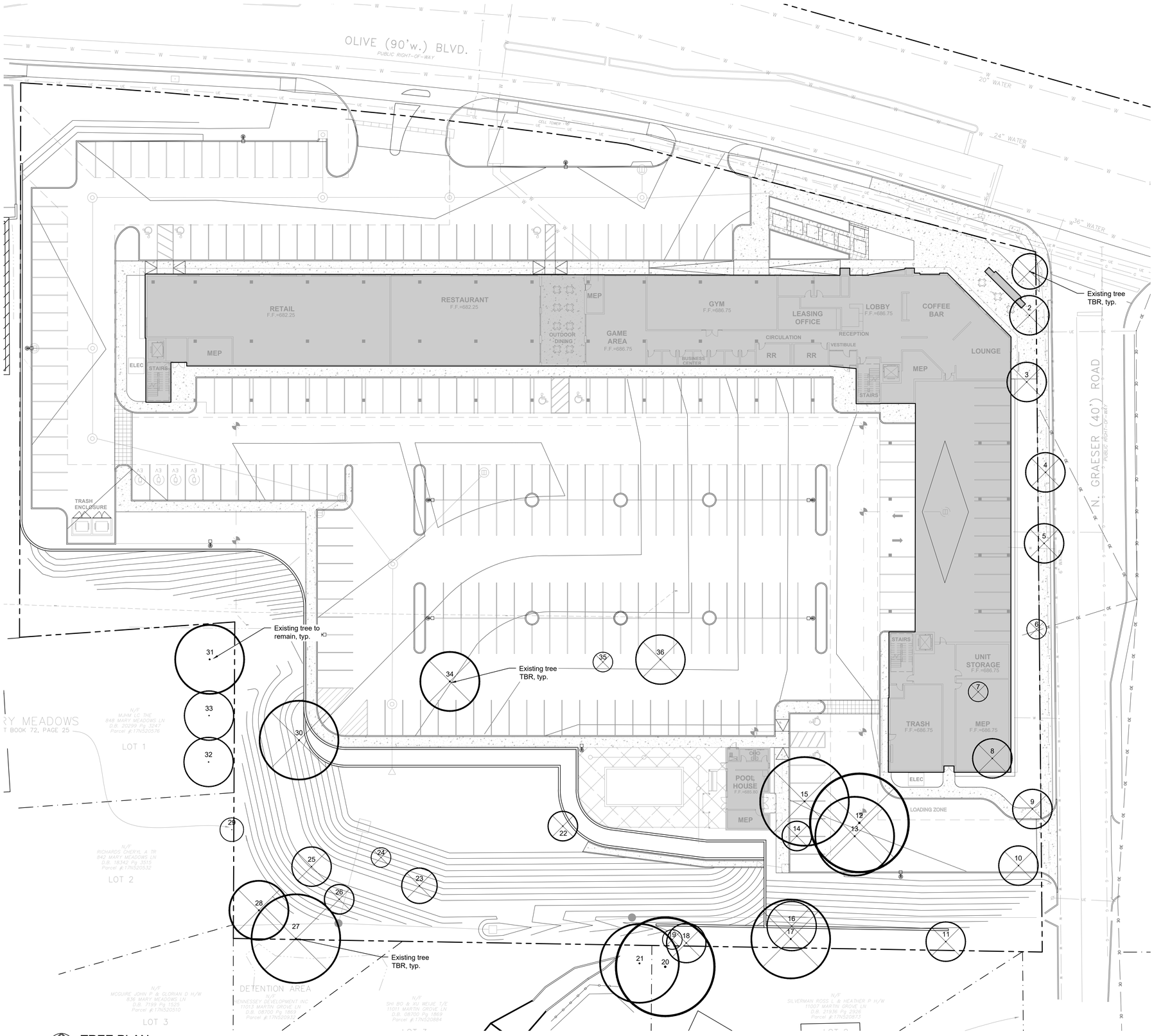
Revisions:

Date	Description	No.
10/16/25	City Comments	1
11/07/25	City Comments	2
02/11/26	Plan Changes	3
03/03/26	City Comments	4

Drawn: LH
Checked: RS

LOOMIS ASSOCIATES
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Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Landscape Plan
Sheet No: L1.01
Date: 7/14/25
Job #: 1094.001



TREE PLAN
SCALE 1"=20'
0 20 40 80

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

Tree Inventory

ID	Tree Name	DBH	Canopy Diameter	Condition Rating	Comment	To Be Removed	Preserved
1	Honeylocust	14	18	2		X	
2	Honeylocust	10	20	2		X	
3	Honeylocust	15	20	2		X	
4	Honeylocust	10	20	2		X	
5	Honeylocust	14	20	2		X	
6	Dead	15		0	Dead	X	
7	Pear	7	10	1		X	
8	Spruce (Norway)	12	22	2	Wintercreeper	X	
9	Eastern Red Cedar	21	20	2		X	
10	Eastern Red Cedar	16	20	2	Wintercreeper	X	
11	Mulberry	6	20	1		X	
12	Ohio Buckeye	21	50	2		X	
13	Ohio Buckeye	12	40	2		X	
14	Dogwood	7	15	2	Twin	X	
15	Pecan	31	45	2		X	
16	Boxelder	20	25	2		X	
17	Ash	48	40	1	Mostly dead	X	
18	Linden	20	20	1	Lean	X	
19	Dead	30		0	Standing dead	X	
20	Maple	26	50	2	Offsite		X
21	Walnut	22	40	2	Offsite		X
22	Redbud	8	15	2	with Mulberry	X	
23	Spruce (Norway)	13	18	3		X	
24	Dead	24		0	Dead Pine	X	
25	White Pine	19	20	1		X	
26	Redbud	10	15	2		X	
27	S. Maple	53	45	1	On property line	X	
28	Eastern Red Cedar	17	30	2		X	
29	Eastern Red Cedar	6	12	2	Offsite, at property line		X
30	Bur Oak	24	40	2		X	
31	White Pine	24	35	2	Offsite		X
32	White Pine	18	25	2	Offsite		X
33	White Pine	20	25	2	Offsite		X
34	White Pine	23	30	1		X	
35	Dead	22		0	Dead	X	
36	White Pine	22	25	1		X	

Tree Condition Rating:

Excellent	=	4
Good	=	3
Fair	=	2
Poor	=	1
Dead	=	0

STATE OF MISSOURI
JERALD A. SAUNDERS
NUMBER LA-7
LANDSCAPE ARCHITECT
3/5/26

Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

Graeser Station
Multi-Family-Retail Building

11004 Olive Boulevard
Creve Coeur, Missouri 63141

Revisions:

Date	Description	No.
10/16/25	City Comments	1
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Drawn: LH
Checked: RS

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Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Tree Plan

Sheet No: TP

Date: 7/14/25
Job #: 1094.001

OCTOBER 21, 2025

Revised February 10th, 2026

Graeser Station Parking Study

City of Creve Coeur, Missouri

Prepared for:

Creve Coeur Housing, LLC

2001 Shawnee Mission Parkway, Suite 250

Mission Woods, KS 66205

Prepared by:

Lochmueller Group

399 South Spring Avenue

Suite 208B

St. Louis, MO 63110

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Introduction

Lochmueller Group has prepared a parking study for the redevelopment of a parcel located in the southwest quadrant of Olive Boulevard (Missouri Route 340) and Graeser Road, in Creve Coeur, Missouri. The proposed redevelopment, to be known as Graeser Station, would remove the existing vacant multi-tenant retail building and replace it with a residential building with 4 stories, containing 147 dwelling units along with retail and restaurant space. While the specifics of the retail and restaurant users are not yet known, for the purposes of this study it was assumed that a 3,472 square foot (SF) quick-serve restaurant (QSR) with no drive-through, and an additional 5,000 SF of retail space would be provided. A total of 260 parking spaces are proposed for the site. Access to the site would be via the existing drives serving the property; a full access and a right-turn only drive on Olive Boulevard, and a full access drive on Graeser Road. **Figure 1** depicts the proposed development area. A preliminary plan for the proposed mixed-use development is shown in **Figure 2.**



Figure 1: Graeser Station Development Site

The objective of the parking study is to determine the sufficiency of the proposed parking supply (260 spaces) offered within Graeser Station as compared to the City of Creve Coeur's parking requirements as well as the anticipated parking demands given the mix of uses. To that end, the following study was prepared in accordance with the requirements of the City of Creve Coeur.

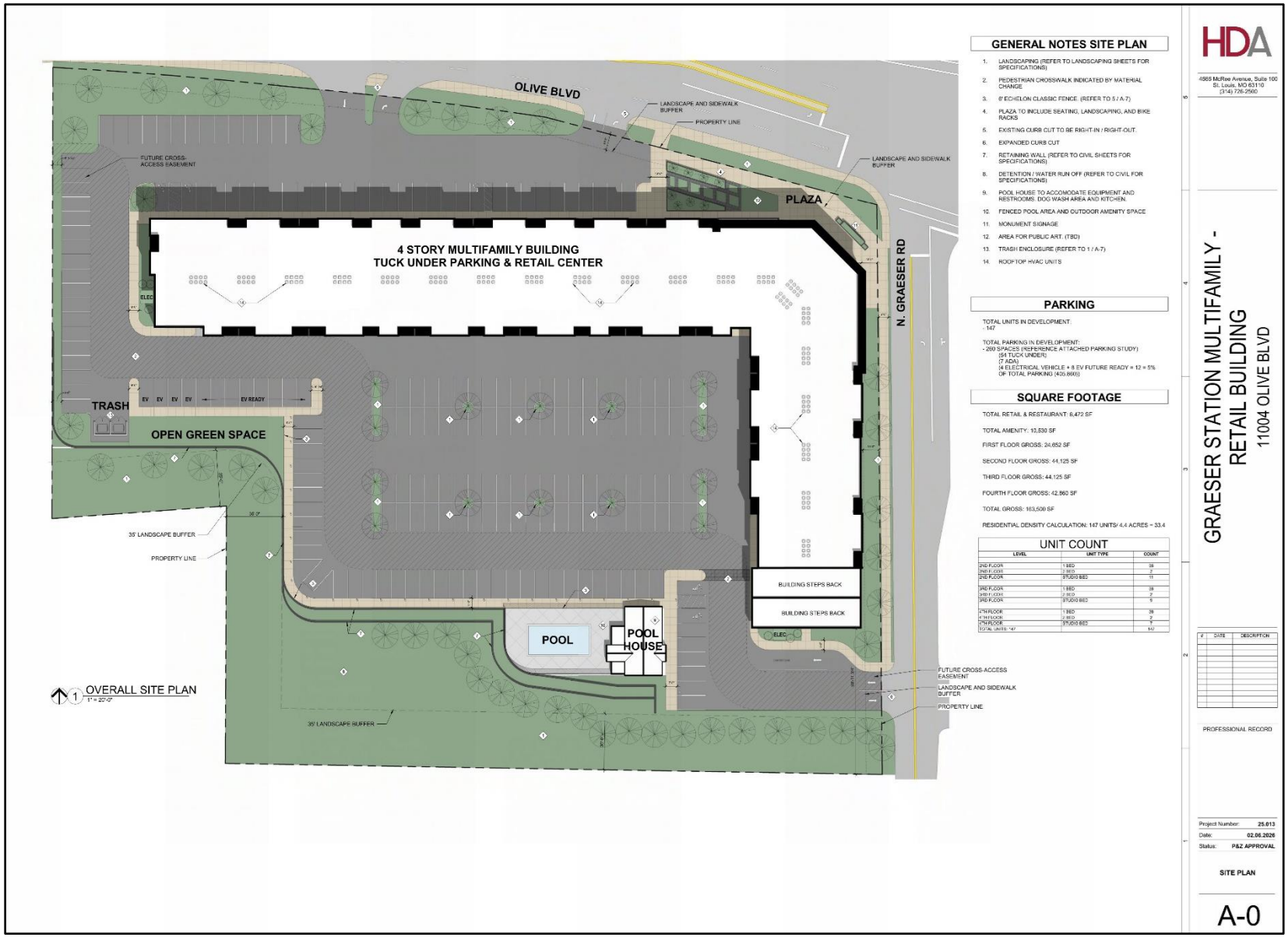


Figure 2: Preliminary Site Plan - (Provided by Others)

Parking Analysis

Lochmueller Group has completed a parking analysis for the proposed redevelopment to determine the amount of parking required by the governing agency as well as the parking demand expected to be generated by Graeser Station. The proposed residential uses would provide a four-story apartment building, comprised of a mix of studio, one-bedroom, and two-bedroom units, resulting in 147 total dwelling units. The commercial space could potentially include both retail and restaurant uses. A total of 260 parking spaces are to be provided on site.

City of Creve Coeur Parking Requirements

Baseline Code Requirements (Section 405.820)

The City of Creve Coeur has established baseline parking requirements to ensure developments provide sufficient parking for their businesses. *Section 405.820 – Required Off-Street Parking Spaces* of the City of Creve Coeur's code provides the number of spaces required for various land uses. Per the ordinance, the following parking is required to serve the proposed uses:

- *Section 405.820.B.2.b* - Multi-family uses shall provide two (2) parking spaces per dwelling unit for the first (1st) fifty (50) dwelling units; one and three-quarter (1¾) spaces per dwelling unit for the second (2nd) fifty (50) dwelling units; and one and one-half (1½) spaces per dwelling unit for all units in excess of one hundred (100) units.

- *Section 405.820.F.4* - General retail establishments (general merchandise, food, apparel and accessories and miscellaneous retail stores) require four (4) parking spaces per 1,000 square feet of floor area.

- *Section 405.820.F.5.a* - Restaurant facilities require one (1) parking space per every three (3) seats of maximum occupancy allowed under the conditional use permit plus one (1) parking space per every two hundred fifty (250) square feet of total building floor area.

Section 405.820.A lays out the methodology for computing the number of required spaces. "Floor area" shall mean the gross-floor area of the entire building of the specific use, excluding any floor or portion thereof used for parking. Where fractional spaces result, the parking spaces required shall be the next greater whole number. In the case of mixed uses, (including residential), the parking spaces required shall be computed separately for each use except as provided in Sections 405.800.G.3 & .4 and 405.820.H.6.b.

The residential portion of the building will consist of 147 units, resulting in a total of 259 parking spaces being required. The retail space, consisting of 5,000 square feet, will require 20 parking spaces. Finally, for the restaurant space, consisting of 3,472 sq ft (and presumed 100 seats), an additional 47 parking spaces would be required. **Table 1** summarizes the individual parking needs for each use, utilizing this baseline parking calculation.

Table 1. City of Creve Coeur Required Parking

Land Use	Number of Spaces
Residential (147 units)	259
Retail (5 KSF)	20
Restaurant (3.472 KSF)	47
TOTAL	***326***

In total, the redeveloped site would require 326 parking spaces to satisfy the City's default Required Parking Spaces for each of the proposed uses. As proposed, the site would provide for a total of 260 parking spaces. Therefore, using this section of the code, the site would have a shortage of 66 parking spaces as compared to the City's zoning code established in Section 405.820, representing 20.3% less parking than required.

Joint Parking Provisions (Section 405.800.G)

Section 405.800.G of the City's code allows for parking within mixed use developments, such as proposed at Graeser Station, to review parking collectively (jointly). The code provision reads as follows:

> *Joint Parking Facilities*. Off-street parking facilities for different buildings, structures or uses or for mixed uses may be provided and used collectively or jointly in any zoning district in which separate off-street parking facilities for each constituent use would be permitted, subject to the following provisions:
>
> 1. The total number of spaces so located together is not less than the sum of the separate requirements for each use except as provided by Subsections (G)(3) and (G)(4) and Section 405.820(H)(6)(b).
> 2. A legally sufficient written agreement assuring the perpetual joint usage of said common parking for the combination of uses or buildings is properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and filed with and made part of the application for a building permit.
> 3. Up to fifty percent (50%) of the parking spaces required for a theater (unless the theater's required parking spaces are based on the provisions of Section 405.820(H)(6)(b)) or other place of evening entertainment for a church or for multi-family dwelling units may be provided and used jointly by banks, offices, retail stores, repair shops, service establishments and similar uses not normally open, used or operated during evening hours if specifically approved by the Planning and Zoning Commission; and provided however, that written agreement assuring the retention for such purpose shall be properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and shall be filed and made part of the application for a building permit. Such approval may, with fifteen (15) days prior written notice, be rescinded by the City Council and additional parking shall be obtained by the owners in the event that the City Council determines that such joint use is resulting in a public nuisance or is otherwise adversely affecting the public health, safety or welfare.

4. Land uses which do not meet the criteria of Subsection (G)(3) above but which can clearly demonstrate the ability to successfully provide joint parking facilities to the satisfaction of the Planning and Zoning Commission may be permitted to share up to fifty percent (50%) of their required parking spaces, provided that written agreement assuring the retention for such purpose shall be properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and shall be filed and made part of the application for a building permit. Such approval may, with fifteen (15) days' prior written notice, be rescinded by the City Council and additional parking shall be obtained by the owners in the event that the City Council determines that such joint use is resulting in a public nuisance or is otherwise adversely affecting the public health, safety or welfare.

To summarize, the City's code via Sections 405.800.G.3 and 405.800.G.4 allow for up to fifty percent (50%) of the required parking to be jointly used by the various residential, retail and restaurant uses, as long as the Planning and Zoning Commission are satisfied that adequate parking will be provided. Given a total of 326 spaces are required on site, 163 parking spaces cannot be considered "shared" amongst the uses with any parking supply beyond the 163 parking spaces counting towards more than one use. Application of this methodology supports a reduction in the total number of parking spaces required for a mixed-use development, such as Graeser Station. Given the proposed site would provide 260 parking spaces, there would be 97 parking spaces that could be counted towards multiple uses within Graeser Station.

However, it should be noted that the code does have a provision that even if the Planning and Zoning Commission approves the application of joint parking at a site and thereby allows the site to provide less parking than the individual uses cumulatively require, the City Council can rescind said approval. Factors such as public nuisance and/or adverse effects to the public health, safety or welfare provide reasoning for City Council to rescind the joint parking approval. In such cases, additional parking must be provided by the owners within fifteen (15) days of written notice by the City Council.

Flexibility Under Planned Zoning Districts (Section 450.390)

Furthermore, the City's zoning ordinance establishes Planned Zoning Districts Section 405.390 to provide "a designed grouping of varied and compatible land uses…within one contained development." These districts are intended to enable flexibility and coordinated design that cannot be reasonably achieved under base zoning and its requirements.

Within this framework, the Planned Mixed-Use Development (PMD) district is defined as "a development…containing a mixture of commercial, residential, office, lodging, and miscellaneous service activities when acceptable to the area." Its purpose is "to provide sites for the development of a mixture of commercial and residential uses…compatible with surrounding neighborhoods," while promoting "efficient use of land and resources, a mix of amenities…and greater efficiency in public and utility services."

Section 405.390 makes clear that once approved, "the site concept plan and planned district ordinance replaces all prior zoning regulations…[and] shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property." This allows modifications to standards — including parking — so long as the project advances the stated purposes of the PMD and provides public benefits such as pedestrian connections, plazas, and architectural quality.

Graeser Station, with its mix of 147 residential units and retail and restaurant uses, directly fulfills the PMD purpose by delivering a true mixed-use environment, efficient land use, and urban amenities, thereby justifying consideration of a reduction in parking as compared to the standards set forth in Section 405.820. Reduced parking enables active streetscapes, pedestrian connectivity, and public space consistent with the code's intent and its framework for balancing flexibility with community benefit.

Therefore, the question with regards to Graeser Station's proposed parking supply becomes one of adequacy rather than simply meeting the code requirements set forth in Section 405.820. Is 260 parking spaces sufficient to accommodate the parking needs given the mix of uses proposed within Graeser Station? The adequacy of parking is often demonstrated via the completion of a shared parking study that evaluates the anticipated parking demand throughout a typical day as compared to the proposed supply. The following section will delve into the methodology, and associated calculations, applied to the parking demand associated with the proposed mixed uses at Graeser Station.

Anticipated Parking Demand

Parking demand can vary amongst land uses, and, at times, it is prudent to prepare demand-based parking space requirements analysis as part of site planning efforts. This exercise is often done as a means of avoiding excessively sized parking fields. An alternative parking analysis include estimates of parking demand based on recommendations of the American Planning Association (APA), Institute of Transportation Engineers (ITE), and/or other acceptable estimates collected from other sources (local data, etc.). For the purposes of this analysis, data provided by ITE in the *Parking Generation Manual*, 6th Edition, was utilized. The 6th Edition was published in October 2023 and represents the most up to date data pertaining to the parking demands associated with various land uses.

Given the number of floors within the building, Land Use Code 221 – *Multifamily Housing – 2+ BR (Mid-Rise)* was deemed appropriate given the multi-family would be comprised of four stories and a mix of studio, 1-bedroom and 2-bedroom units. Land Use Code 822 – *Strip Retail Plaza (<40 KSF)* was utilized for the retail space as it accounts for commercial establishments that are less than 40,000 square feet of gross leasable area. Finally, Land Use Code 933 – *Fast-Food Restaurant without Drive-Through Window* was used for the restaurant space, which is intended to be marketed as a quick serve restaurant (typically smaller space with counter service but seating provided, turnover occurs in less than an hour).

Per the Parking Generation Manual, peak parking demand is typically defined as the 85th percentile data point, whereas 85% of the time the parking demand would be equal to or less than this rate. Therefore, the 85th percentile rate was interpreted as the "peak parking demand." The parking analysis was based upon both weekday and Saturday peak parking demands, as parking demands fluctuated differently depending on the part of the week. Data pertaining to suburban locations with no nearby rail transit was utilized.

The variable applied to a land use to determine peak parking demand can vary. Number of dwelling units was utilized as the independent variable for Land Use Code 221. Square footage was utilized for both Land Use Code 822 and 933.

Table 2 summarizes the calculations for peak parking demand for the proposed residential development based upon number of dwelling units. It was calculated that 147 units would generate a peak parking demand of 213 parking spaces (Weekday and Saturday). It should be noted that the Saturday data

provided by ITE was based upon a small sample size; therefore, the peak parking demand for the Saturday was determined to be the same as a weekday.

Table 2. ITE Peak Parking Demand Calculations for Residential Development

Apartments	Land Use Code	# of Units	Peak Parking Demand Rate		Peak Parking Demand Calculated	
			Weekday	Saturday	Weekday	Saturday
Studio		27	1.45	1.45	39.2	39.2
1 Bedroom	221	114	1.45	1.45	165.3	165.3
2 Bedroom		6	1.45	1.45	8.7	8.7
Total for Apartments		147			213	213

Likewise, **Table 3** depicts the peak parking demand calculations for commercial uses based upon square footage. As can be seen, considering the two commercial uses together, they would generate a peak parking demand of 60 spaces during a typical weekday and 67 spaces during a typical Saturday.

Table 3. ITE Peak Parking Demand Calculations for Commercial Development

Land Use	Land Use Code	SF	Peak Parking Demand Rate		Peak Parking Demand Calculated	
			Weekday	Saturday	Weekday	Saturday
Retail	822	5,000	4.44	4.36	22	22
Restaurant	933	3,472	11.01	12.96	38	45
Total		8,472			60	67

In summary, per ITE's Parking Generation Manual, peak parking demand for all three uses is anticipated to be approximately 280 parking spaces. However, this assumes that the parking demand for all uses peaks simultaneously, when in reality, the differing land uses have temporal differences in their parking demand fluctuations.

Temporal fluctuations within the parking demand depending upon each land use's parking characteristics must be considered. The ITE *Parking Generation Manual* provides time of day parking distributions for various land use and supports that commercial and residential uses peak at different times throughout the weekday. Residential uses tend to peak in the late evening until the morning hours, with vehicles parked overnight. Conversely, commercial uses such as the retail and the restaurant uses tend to peak during the lunch and afternoon hours, when the residential demand is generally at 70% or less of its overall peak demand.

Using the hourly fluctuations in parking demand provided by ITE in the *Parking Generation Manual,* it is possible to estimate the proposed site's parking demand throughout a typical weekday and typical Saturday. **Table 4** summarizes the time-of-day parking distribution for a typical weekday while **Table 5** summarizes the parking demand throughout a typical Saturday. The tables summarize the parking demand for each of the land uses proposed, as well as the cumulative total parking demand. The percentage occupied, assuming 260 parking spaces are provided on site, is also shown for each hour.

Table 4. Hourly Parking Distribution – Typical Weekday

Hour	Residential Demand	Retail Demand	Restaurant Demand	Total Demand	% Occupied (260 spaces)
12:00 - 4:00 AM	213.00	--	--	213	82%
5:00 AM	204.48	--	--	205	79%
6:00 AM	183.18	--	--	184	71%
7:00 AM	164.01	--	--	165	63%
8:00 AM	140.58	4.18	--	145	56%
9:00 AM	127.80	7.26	3.80	139	53%
10:00 AM	121.41	10.34	7.60	140	54%
11:00 AM	117.15	12.10	15.20	145	56%
12:00 PM	110.76	19.58	38.00	169	65%
1:00 PM	106.50	22.00	35.34	164	63%
2:00 PM	110.76	16.06	30.40	158	61%
3:00 PM	108.63	16.06	20.14	145	56%
4:00 PM	121.41	14.52	12.54	149	57%
5:00 PM	132.06	15.40	15.20	163	63%
6:00 PM	138.45	16.50	14.06	170	65%
7:00 PM	144.84	15.40	7.60	168	65%
8:00 PM	159.75	11.88	12.54	185	71%
9:00 PM	174.66	10.56	7.60	193	74%
10:00 PM	185.31	--	3.80	190	73%
11:00 PM	193.83	--	--	194	75%

**Table cells with dashes indicate zero parking demand*

Table 5. Hourly Parking Distribution – Typical Saturday

Hour	Residential Demand	Retail Demand	Restaurant Demand	Total Demand	% Occupied (260 spaces)
12:00 - 4:00 AM	195.96	--	--	196	75%
5:00 AM	213.00	--	--	213	82%
6:00 AM	210.87	--	--	211	81%
7:00 AM	206.61	--	--	207	80%
8:00 AM	195.96	--	--	196	75%
9:00 AM	176.79	8.36	4.50	190	73%
10:00 AM	168.27	12.10	13.50	194	75%
11:00 AM	151.23	14.52	22.50	189	73%
12:00 PM	144.84	18.70	37.80	202	78%
1:00 PM	138.45	22.00	45.00	206	79%
2:00 PM	132.06	21.12	42.30	196	75%
3:00 PM	140.58	17.38	28.80	187	72%
4:00 PM	140.58	14.52	28.80	184	71%
5:00 PM	142.71	14.08	26.55	184	71%
6:00 PM	149.10	14.74	45.00	209	80%
7:00 PM	166.14	15.40	32.40	214	82%
8:00 PM	164.01	15.40	32.40	212	82%
9:00 PM	170.40	11.22	27.45	210	81%
10:00 PM	174.66	--	13.50	189	73%
11:00 PM	187.44	--	4.50	192	74%

**Table cells with dashes indicate zero parking demand*

As shown, the on-site parking demand at Graeser Station would be projected to reach a peak of 82% occupied during both the typical weekday and a typical Saturday. At that time, 213 (weekday) and 214 (Saturday) parking spaces would be expected to be occupied, leaving a minimum of 46 parking spaces available. As expected, this peak would occur during the overnight/early morning hours when the residential parking demand is at its highest. However, at these times, the retail and restaurant uses would not be open for business and turnover of the parking spaces would be low.

During the daytime hours, whenever the retail and/or restaurant uses would be open for business, the weekday hourly parking demand fluctuates between a low of 53% occupied to a high of 74% occupied. Saturday's parking demand would be higher than a typical weekday since residents would remain on site

longer and often be present during the operating hours of the retail and/or restaurant uses. Hence, between 8 AM and midnight, the parking demand would vary between a low of 73% occupied to a high of 82% occupied, which is comparable to the overall peak parking demand that occurs overnight. Therefore, there will always be some open parking spaces on site; at least 18% of the proposed parking supply of 260 spaces.

When discussing parking conditions, it is imperative to understand the difference between "actual supply" versus "effective supply." Actual supply refers to the total number of spaces provided. For the proposed site, there is forecasted to be a surplus of actual parking spaces as compared to the hourly fluctuation in parking demand. The term effective supply refers to the total supply of parking spaces, adjusted to reflect the cushion needed to provide for vehicles moving in and out of spaces, spaces unavailable due to maintenance, mis-parked vehicles, and to reduce the time necessary for patrons to find the last few available spaces. The effective supply varies as to the user group and type of parking, but typically the effective supply is 85% to 95% of the total number of spaces. For service-oriented land uses, it is preferable not to exceed 90% of the total number of spaces, thereby allowing for ease of turnover and circulation. Residential uses, however, can close the gap between actual and effective and ideally utilize 95% or more of the proposed parking supply with minimal ramifications.

Based on the preceding analysis for Graeser Station, it is clear that the proposed 260 parking spaces would be more than sufficient overall to serve the site. Regardless of the day or time of day considered, there would be 46 or more parking spaces unoccupied based upon the anticipated parking demand for the suggested mix of uses. This represents 18% of the proposed parking that would be unutilized.

Per Sections 405.800.G.3 and 405.800.G.4 of the City Code, up to fifty percent (50%) of the various uses required parking can be jointly used, assuming approval is granted by the City's Planning and Zoning Commission. Application of this to the proposed site indicates that 163 parking spaces cannot be considered "shared" amongst the uses, but any parking supply beyond the minimum 163 parking spaces can be counted towards more than one use. Given the proposed site would provide 260 parking spaces, there would be 97 parking spaces that could be counted towards multiple uses within Graeser Station.

Therefore, it is our opinion that the 260 parking spaces proposed at Graeser Station would be more than sufficient to accommodate the proposed mix of uses. Given the Code allows consideration for a reduction in the overall parking supply as compared to the total required for each individual use, it is our recommendation that the City's Planning and Zoning Commission consider approval of the proposed supply of 260 parking spaces, which represents a reduction of 20.3% of the total spaces required by the individual uses' parking requirements.

Conclusions

Lochmueller Group has completed a parking analysis for the proposed redevelopment, Graeser Station. The objective of the preceding parking study was to determine the sufficiency of the proposed parking supply (260 spaces) as compared to the City of Creve Coeur's parking requirements as well as the anticipated parking demands given the mix of uses. The proposed residential development would provide a four-story apartment building, comprised of a mix of studio, one-bedroom, and two-bedroom units, resulting in 147 total dwelling units. The commercial space could potentially include both retail and restaurant uses (5,000 SF of retail and 3,472 SF of a quick-served restaurant were assumed for the study).

Based on the preceding study, the following can be concluded:

- The City of Creve Coeur has established minimum parking requirements, requiring developments to provide sufficient parking for their businesses. Section 405.820 – Required Off-Street Parking Spaces of the City of Creve Coeur's code provides the number of spaces required for various land uses.
    - The residential portion of the building will consist of 147 units, resulting in a total of 259 parking spaces being required. The retail space, consisting of 5,000 square feet, will require 20 parking spaces. Finally, for the restaurant space, a restaurant consisting of 3,472 sq ft (and presumed 100 seats) would require 47 parking spaces.
    - In total, the redeveloped site would require 326 parking spaces to satisfy the Required Parking Spaces for each of the proposed uses.
    - As proposed, the site would provide for a total of 260 parking spaces. Therefore, Graeser Station would have a shortage of 66 parking spaces as compared to the City's zoning code, representing 20.3% less parking than required by the individual land uses proposed.
- Section 405.800.G of the City's code allows for parking within mixed use developments, such as proposed at Graeser Station, to review parking collectively (jointly). Per the City's code, up to fifty percent (50%) of the required parking is allowed to be jointly used by the various residential, retail and restaurant uses, as long as the Planning and Zoning Commission are satisfied that adequate parking will be provided.
    - Given a total of 326 spaces are required on site, 163 parking spaces cannot be considered "shared" amongst the uses with any parking supply beyond the minimum 163 parking spaces able to be counted towards more than one use within Graeser Station.
    - Application of this methodology supports a reduction in the total number of parking spaces required for Graeser Station. The preceding study adequately describes the anticipated parking conditions at Graeser Station that would be expected due to the proposed mix of uses.
- The adequacy of the proposed parking supply within Graeser Station was demonstrated via the completion of this shared parking study, which evaluated the anticipated parking demand throughout a typical day. Data provided by the Institute of Transportation Engineers in the Parking Generation Manual, 6th Edition, was utilized.
    - The 147 residential units would generate a peak parking demand of 213 parking spaces on both a typical weekday and a typical Saturday.
    - The 5,000 SF of retail and 3,472 SF of restaurant space would generate a peak parking demand of 60 spaces during a typical weekday and 67 spaces during a typical Saturday.

- The peak parking demand for all three uses proposed within Graeser Station is anticipated to be approximately 280 parking spaces. However, this assumes that the parking demand for all uses peaks simultaneously, when in reality, differing land uses have temporal differences in their parking demand fluctuations.

- When considering temporal fluctuations in the peak parking demand for the various uses proposed within Graeser Station, the overall on-site parking demand would be projected to reach a peak of 82% occupied during both the typical weekday and a typical Saturday. At that time, 213 (weekday) to 214 (Saturday) parking spaces would be expected to be occupied, leaving a minimum of 46 parking spaces available.

    - This peak would occur during the overnight/early morning hours when the residential parking demand is at its highest.

    - During the daytime hours, whenever the retail and/or restaurant uses would be open for business, the weekday hourly parking demand fluctuates between a low of 53% occupied to a high of 74% occupied. Saturday's parking demand varied between a low of 73% occupied to a high of 82% occupied.

- The proposed 260 parking spaces would be more than sufficient to accommodate the anticipated parking demand. Regardless of the day or time of day considered, there would be 46 or more parking spaces unoccupied based upon the anticipated parking demand for the suggested mix of uses. This represents a minimum of 18% of the proposed parking that would be unutilized.

- The Code allows for consideration of a reduction in the overall parking supply as compared to the total required for each individual use. Therefore, it is our recommendation that the City's Planning and Zoning Commission consider approval of the proposed supply of 260 parking spaces at Graeser Station, which represents a reduction of 20.3% of the total spaces required by the individual uses' parking requirements.

- Graeser Station, with its mix of 147 residential units and retail and restaurant uses, directly fulfills the Planned Mixed-Use Development (PMD) district's purpose outlined in Section 405.390 by delivering a true mixed-use environment, efficient land use, and urban amenities, thereby justifying consideration of the requested reduction in parking as compared to the standards set forth in Section 405.820. Reduced parking enables active streetscapes, pedestrian connectivity, and public space consistent with the code's intent and its framework for balancing flexibility with community benefit.

The preceding study adequately describes the anticipated parking conditions at Graeser Station that would be expected due to the proposed mix of uses. Please contact our office at (314) 446-3791 if you have any questions or comments concerning this report.

Completed by Lochmueller Group, Inc

Technical Report

Traffic Impact Study
Graeser Station Redevelopment

Olive Boulevard and Graeser Road
Creve Coeur, Missouri

Prepared By:

HRGreen

October 2025
February 2026 - Revised

HR Green Job No.: 2403633.03

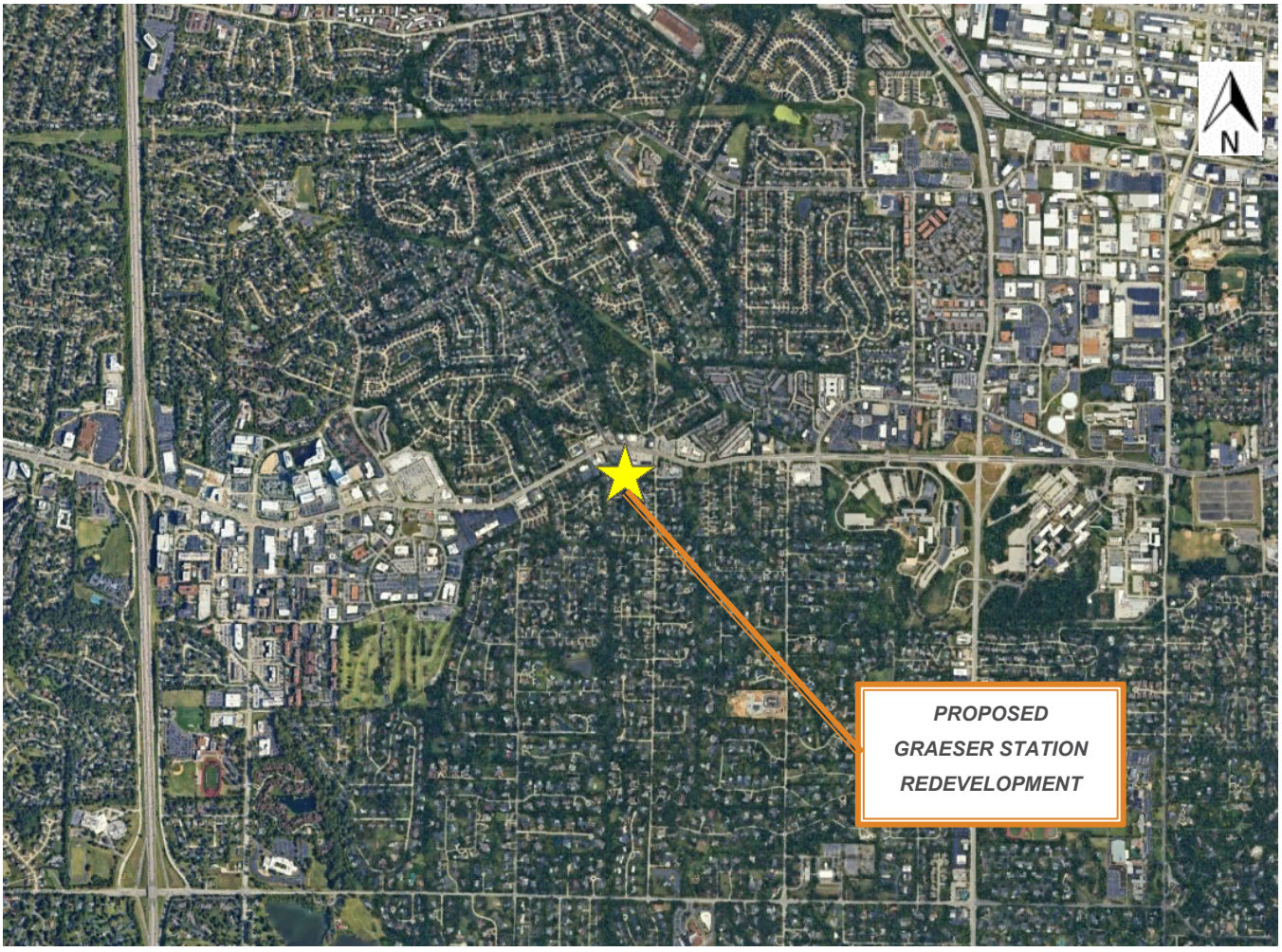
HRGreen

Introduction

A comprehensive traffic impact review has been conducted for the proposed Olive and Graeser mixed-use redevelopment, known as Graeser Station, which will include retail, restaurant, and residential components. The site is located in Creve Coeur, Missouri, southwest of the Olive Boulevard and Graeser Road intersection, as shown in **Figure 1**. The existing site currently consists of two abandoned strip malls.

This technical report provides a brief discussion of the existing conditions of the site, the expected traffic growth due to the redevelopment, and the associated impacts. It includes an analysis of trip generation, traffic assignment and distribution, and overall traffic impacts.

FIGURE 1 - DEVELOPMENT LOCATION



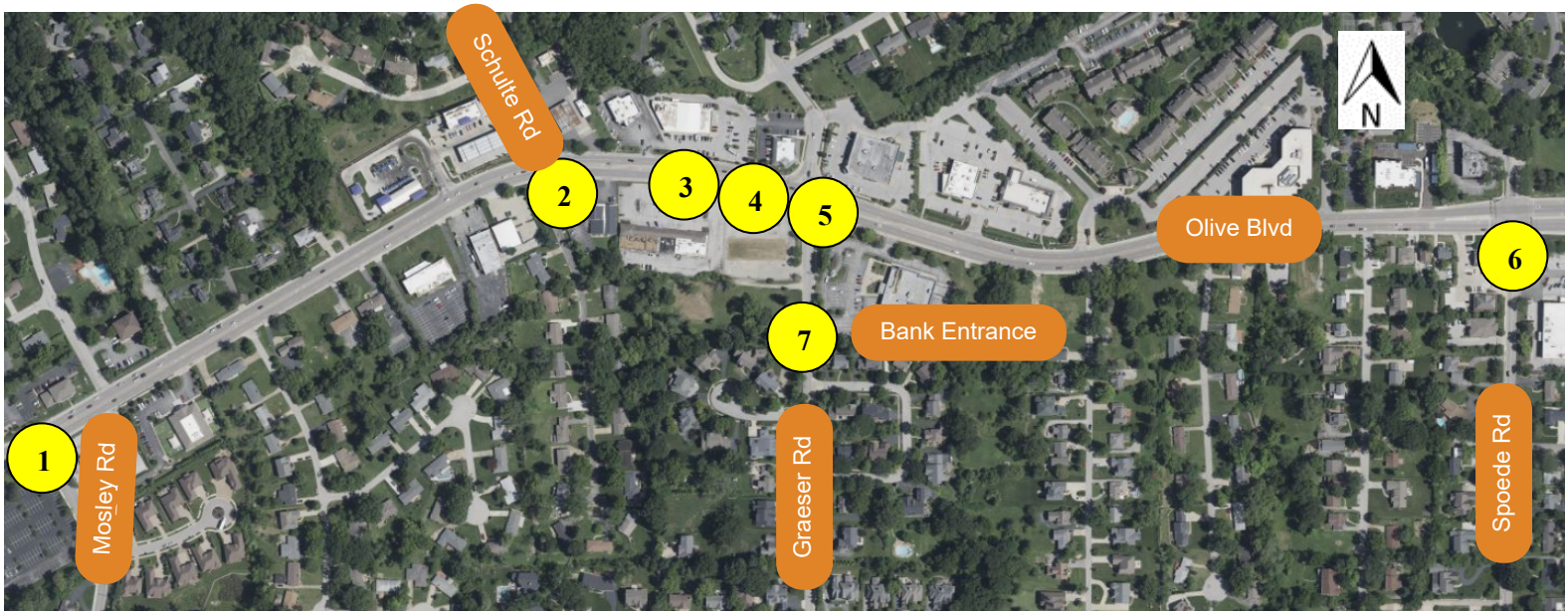
Project Scoping and Coordination

A project scoping meeting was held on June 18, 2025 with representatives from the City of Creve Coeur, MoDOT, the development team, and HR Green. Meeting notes can be found in **Appendix A**.

Existing Conditions

As part of the overall site assessment, a description of the street network, existing land use, and traffic characteristics is provided in the following sections.

FIGURE 2 – EXISTING ROADWAY NETWORK



Existing Street Network

The development site consists of two former strip malls situated on a 4.42-acre lot at the southwest corner of Olive Boulevard and Graeser Road. One of the strip malls has already been demolished, leaving an empty lot. The development is fronting Olive Boulevard and Graeser Road. To the north of the site are several retail and commercial properties, while to the east are a bank and residential units. The area to the south consists primarily of residential neighborhoods, and to the west are additional retail stores and housing. The primary access to the proposed redevelopment will be from Olive Boulevard and Graeser Road. Descriptions of the surrounding transportation network are provided below, organized by intersection number as shown in **Figure 2**.

1. ***Olive Boulevard and Mosley Road –*** Olive Boulevard, also designated as MO 340, is a principal arterial running through St. Louis County. It begins in Ballwin, passes through Creve Coeur, and extends eastward to University City. At this location, Olive Boulevard is configured as a five-lane roadway with a center two-way left-turn lane and a posted speed limit of 35 mph. Mosley Road, intersecting Olive Boulevard from the north, is classified as a two-lane minor collector with a posted speed limit of 30 mph. The Olive Boulevard/Mosley Road intersection is signalized and located approximately one mile east of the I-270 junction. The westbound approach on Olive Boulevard consists of a dedicated left-turn lane and two through lanes, while the eastbound approach includes one through lane and one shared through/right-turn lane. The northbound approach on Mosley Road provides one left-turn lane and one right-turn lane.

2. ***Olive Boulevard and Schulte Road / Mary Meadows Lane –*** Schulte Road is a two-lane major collector with a posted speed limit of 35 mph. Mary Meadows Lane is a local road that serves an enclosed, cul-de-sac community; there is no posted speed limit at Mary Meadows Lane. Olive Boulevard intersects Schulte Road at a signalized intersection located approximately 1,675 feet east of the Olive Boulevard/Mosley Road intersection. At this location, the eastbound and westbound approaches on Olive Boulevard each consist of one dedicated left-turn lane, one through lane, and one shared through/right-turn lane. The northbound approach on Mary Meadows Lane consists of a single shared left/through/right lane, while the southbound approach provides a dedicated left-turn lane and one shared through/right-turn lane.
3. ***Olive Boulevard and West Entrance / Retail Drive –*** Olive Boulevard intersects West Entrance under side-street stop control approximately 425 feet east of the Olive Boulevard/Schulte Road intersection. The primary entrance to the proposed redevelopment will be located south of Olive Boulevard via West Entrance. At this intersection, the center two-way left-turn lane transitions into a dedicated left-turn lane. As a result, both the eastbound and westbound approaches consist of a dedicated left-turn lane, one through lane, and one shared through/right-turn lane. The northbound approach consists of a dedicated left-turn lane and one shared through/right-turn lane, while the southbound approach consists of a single shared left/through/right lane.
4. ***Olive Boulevard and Middle & East Entrances –*** Olive Boulevard intersects the Middle and East Entrances under side-street stop control. These entrances operate as a right-in/right-out (RIRO) due to the presence of a median that prohibits left-turn movements to and from Olive Boulevard. At these locations, the westbound approach consists of one through lane and one shared through/right-turn lane, while the northbound approach consists of a dedicated right-turn lane. Because the easternmost entrance will be removed as part of this project, no further analysis was completed.
5. ***Olive Boulevard and Graeser Road / Dautel Lane*** – Olive Boulevard intersects Graeser Road/Dautel Lane with a traffic signal approximately 175 feet east of the East Access. Graeser Road is classified as a minor collector with a posted speed limit of 30 mph, while Dautel Lane is a local street with a posted speed limit of 25 mph. At this intersection, the westbound approach consists of a dedicated left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound approach consists of a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane. Both the northbound and southbound approaches consist of a dedicated left-turn lane and a shared through/right-turn lane.
6. ***Olive Boulevard and Spoede Road*** – Olive Boulevard intersects Spoede Road with a traffic signal located approximately 2,000 feet east of Graeser Road. Spoede Road functions as a major collector with a posted speed limit of 30 mph. At this intersection, the westbound approach consists of a dedicated left-turn lane, a through lane, and a through/right-turn lane, while the eastbound approach consists of a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane. Both the northbound and southbound approaches consist of a dedicated left-turn lane and a shared through/right-turn lane.
7. ***Graeser Road and Bank Entrance –*** Graeser Road intersects the First Community Credit Union Bank Entrance with a side-street stop control approximately 300 feet south of the intersection of

Graeser Road and Olive Boulevard. At this intersection, the westbound approach consists of a dedicated left-turn lane and a dedicated right-turn lane. The northbound approach consists of a shared through/right-turn lane, while the southbound approach consists of a shared left/through lane.

Existing lane configurations and intersection spacing can be seen in **Exhibit 1.**

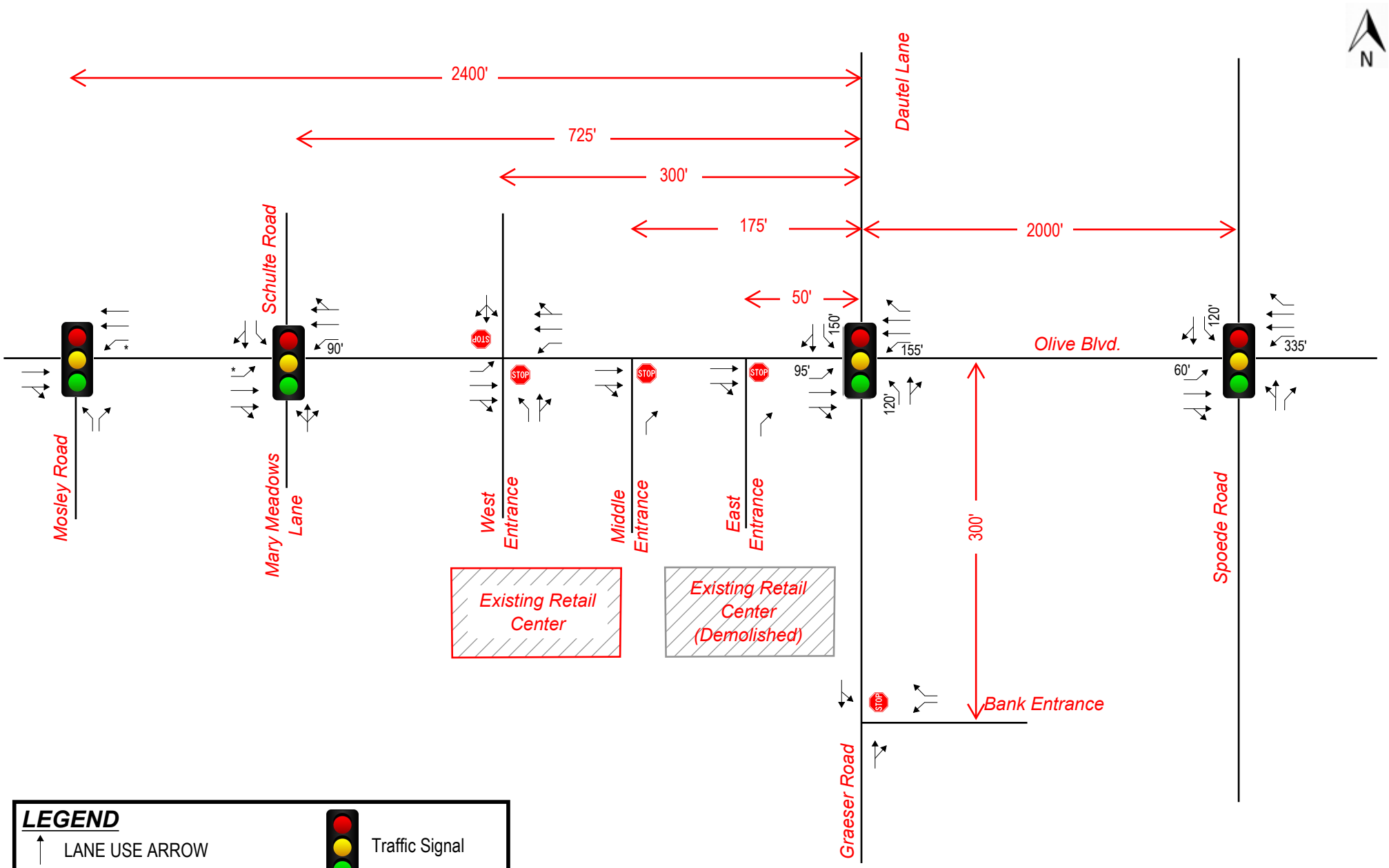
Existing Traffic Volumes

Peak hour turning movement counts were collected on Tuesday, August 26th, 2025, from 6:30 AM to 6:00 PM at the following study intersections:

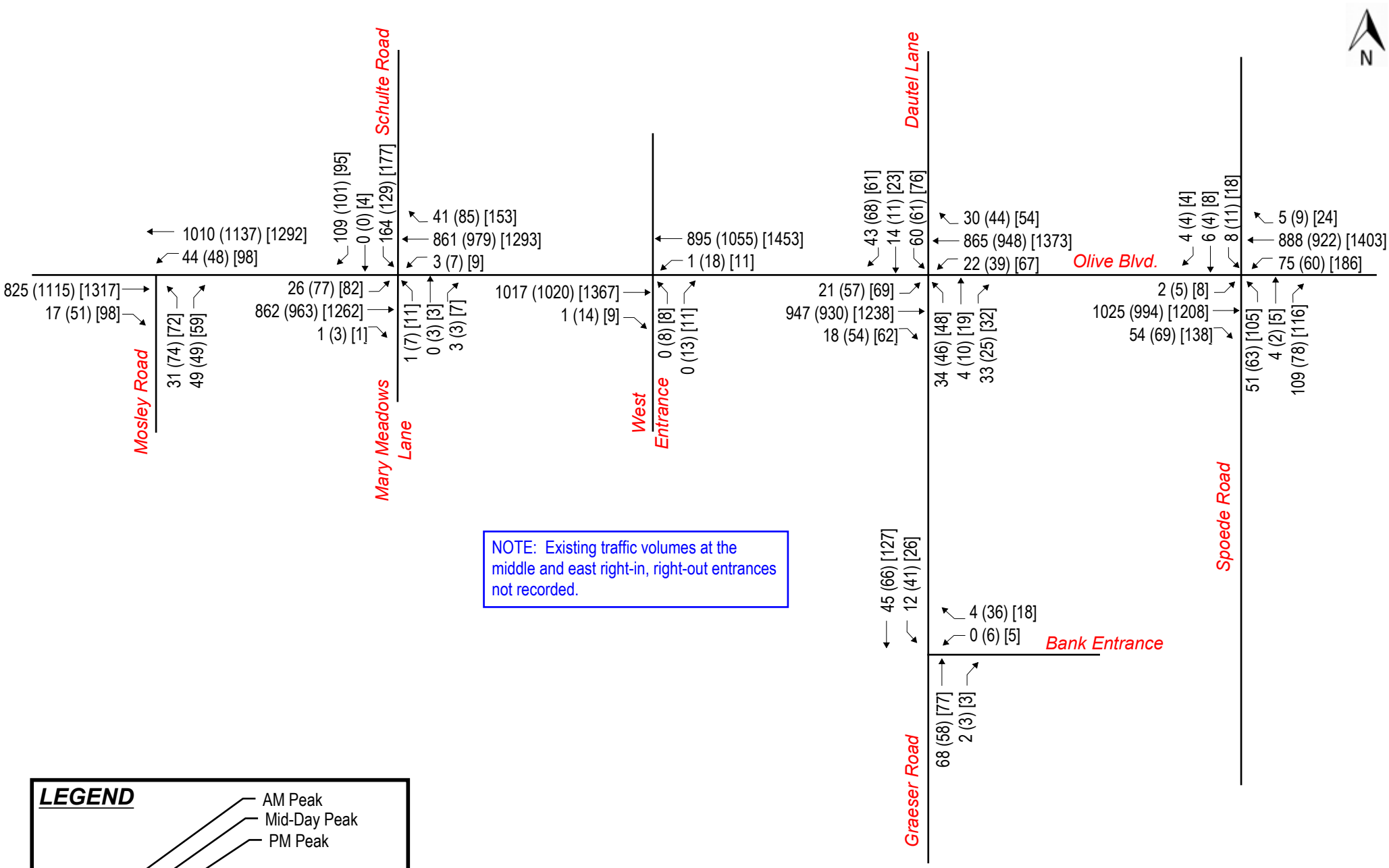
- **Olive Boulevard and Mosley Road**
- **Olive Boulevard and Schulte Road**
- **Olive Boulevard and West Entrance / Retail Drive**
- **Olive Boulevard and Graeser Road / Dautel Lane**
- **Olive Boulevard and Spoede Road**
- **Graeser Road and Bank Entrance**

The morning, mid-day, and afternoon traffic periods were reviewed to establish peak hours of traffic that would be associated with a typical weekday. Based on the observed traffic data collection, the peak hours were determined to be 7:00 AM – 8:00 AM, 11:45 AM – 12:45 PM, and 4:30 PM – 5:30 PM.

The raw traffic count information is provided in **Appendix B**, and the resulting Existing Year 2025 peak hour traffic volumes are depicted in **Exhibit 2.**



Existing Lane Configurations



Existing 2025
Peak Hour Volumes

2025 Exisitng Traffic Operations

The intersection capacity analysis was completed with Synchro, Version 12 software to measure the effectiveness of the intersections in terms of vehicle delay and expected queuing. Analysis was completed at each of the intersections with existing traffic volumes and lane configurations during morning, mid-day, evening, and Saturday peak hours of commuter traffic.

The study intersections were each analyzed to determine how they would operate, known as Level-of-Service (LOS). LOS criteria are outlined in the 7th Edition of the *Highway Capacity Manual (HCM)* for signalized and unsignalized intersections. The HCM defines LOS as a measure of the quality of traffic flow. There are six different levels of service for each facility type, each representing a range of operating conditions as indicated by amounts of average delay expected per entering vehicle. Each level of service is designated a letter from "A" to "F", with "A" being the least congested (free flow condition) and "F" being the highest congestion (least desirable condition). LOS thresholds for stop-controlled intersections differ from those with traffic signal control to reflect different driver expectations with respect to delay.

Table 1 summarizes the criteria for both signalized and unsignalized intersections, as defined in the Highway Capacity Manual. LOS C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas. LOS E and F are shown in yellow and red, respectively, to highlight movements with degraded capacity levels.

TABLE 1: INTERSECTION LEVEL OF SERVICE

*Level of Service (LOS)**	*Average Control Delay (Seconds/vehicle)*	
	Signalized Intersection	*Two-Way Stop Control Intersection*
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Transportation Research Board, Highway Capacity Manual, 2010.
* LOS = F when volume to capacity ratio is greater than 1

The following intersection capacity results are based on Synchro files provided by MoDOT.

Stop-controlled intersections were analyzed using the HCM 7 methodology within Synchro to isolate their performance from upstream and downstream signal influences. For signalized intersections, existing signal timing plans provided by MoDOT were utilized; therefore, the standard Synchro signal analysis tool was employed for these locations in this study.

The Intersection of Olive Boulevard and East Entrance data were derived from the westbound volumes of the intersection of Olive Boulevard and West Entrance.

In this report, the PM peak consists of the highest volumes associated with the new development; therefore, the discussion will be focused on the PM peak. However, intersection capacity analysis summary tables will include results of all peak periods.

Olive Boulevard and Mosley Road – Traffic operations at this intersection indicate that all movements operate at LOS B or better, except for the northbound left-turn movement, which operates at LOS E during all peak periods. During the PM peak, the northbound left-turn experiences an average delay of 66.9 seconds per vehicle, with a corresponding queue length of 125 feet.

Olive Boulevard and Schulte Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, except for the eastbound left-turn movement during the PM peak, which operates at LOS F, with a delay of 80.7 seconds per vehicle and a queue length of 125 feet during the PM peak.

Olive Boulevard and West Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods, except for the northbound left-turn movement, which operates at LOS F during the Midday and PM peaks, with a delay of 160.1 seconds per vehicle and a length of 50 feet during the PM peak.

Olive Boulevard and Middle Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods. The northbound right-turn movement during the PM peak operates at LOS C, with an average delay of 15.8 seconds per vehicle and a queue length of 25 feet.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations indicate that all movements operate at LOS C during all peak periods, except for the northbound and southbound left-turn movements, which operate at LOS E during all peaks. The southbound left-turn movement during the PM peak experiences an average delay of 74.2 seconds per vehicle, with a queue length of 125 feet, while the northbound left-turn movement has a 67.9-second delay with 100 feet of queue during the PM peak.

Graeser Road and Bank Entrance – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The westbound left-turn movement during the PM peak records an average delay of 10.4 seconds per vehicle, with no significant queueing observed.

Olive Boulevard and Spoede Road – Traffic operations indicate that all movements operate at LOS D or better during all peak periods, except for the northbound left-through movement, which operates at LOS E during all peaks. The PM peak records the highest delay of 79.2 seconds per vehicle, with a queue length of 175 feet.

The traffic operation delays, LOS, and queues of the Existing Conditions 2025 traffic volume scenario can be seen in the summary table located within **Table 2.** Detailed intersection capacity analysis worksheets can be found in **Appendix C.**

TABLE 2: EXISTING 2025 TRAFFIC OPERATION

Location / Critical Movements	2025 Existing								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	5.2	A	150'	4.2	A	125'	5.7	A	175'
WB Left	2.2	A	25'	4.7	A	25'	8.7	A	M25
WB Thru	4.5	A	175'	9.0	A	400'	8.4	A	275'
NB Left	64.5	E	75'	60.8	E	125'	66.9	E	125'
NB Right	18.4	B	25'	15.6	B	50'	15.4	B	50'
Total	**6.2**	**A**		**8.6**	**A**		**9.0**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.6	A	25'	3.8	A	25'	80.7	F	M125
EB Thru/Right	9.1	A	275'	4.8	A	325'	8.9	A	550'
WB Left	2.3	A	M25	4.6	A	25'	6.1	A	25'
WB Thru/Right	3.9	A	100'	11.2	B	325'	21.5	C	650'
NB Left/Thru/Right	42.2	D	25'	43.7	D	50'	44.3	D	50'
SB Left	73.6	E	225'	70.2	E	175'	75.4	E	225'
SB Thru/Right	1.3	A	0'	1.9	A	0'	10.8	B	50'
Total	**11.7**	**B**		**11.6**	**B**		**21.0**	**C**	
Olive Blvd. and West Entrance									
WB Left	11.5	B	0'	10.8	B	25'	12.6	B	25'
NB Left	0.0	A	0'	55.5	F	25'	160.1	F	50'
NB Right	0.0	A	0'	12.8	B	25'	15.1	C	25'
Olive Blvd. and Middle Entrance									
NB Right	0.0	A	0'	10.4	B	25'	15.7	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	1.6	A	M25	4.2	A	M25
EB Thru/Right	7.0	A	125'	4.1	A	75'	7.4	A	125'
WB Left	3.2	A	25'	2.3	A	25'	4.1	A	M25
WB Thru	8.2	A	225'	5.1	A	125'	10.4	B	450'
WB Right	0.6	A	25'	0.5	A	0'	1.0	A	M25
NB Left	59.7	E	75'	61.8	E	75'	67.9	E	100'
NB Thru/Right	19.5	B	25'	24.8	C	50'	26.1	C	50'
SB Left	73.2	E	100'	64.9	E	100'	74.2	E	125'
SB Thru/Right	22.7	C	50'	19.3	B	75'	22.3	C	75'
Total	**11.1**	**B**		**8.2**	**A**		**12.5**	**B**	
Graeser Road and Bank Entrance									
WB Left	0.0	A	0'	10.0	B	0'	10.4	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	3.5	A	M25	2.6	A	M25	1.2	A	M25
EB Thru/Right	17.0	B	550'	10.5	B	400'	14.8	B	375'
WB Left	4.8	A	M25	2.8	A	M25	20.5	C	M150
WB Thru	2.6	A	75'	2.2	A	M75	3.4	A	150'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	74.8	E	100'	68.8	E	100'	79.2	E	175'
NB Right	23.5	C	100'	7.7	A	50'	11.6	B	75'
SB Left	53.2	D	25'	49.0	D	25'	51.8	D	50'
SB Thru/Right	38.9	D	25'	33.2	C	25'	36.5	D	25'
Total	**12.6**	**B**		**9.1**	**A**		**12.6**	**A**	

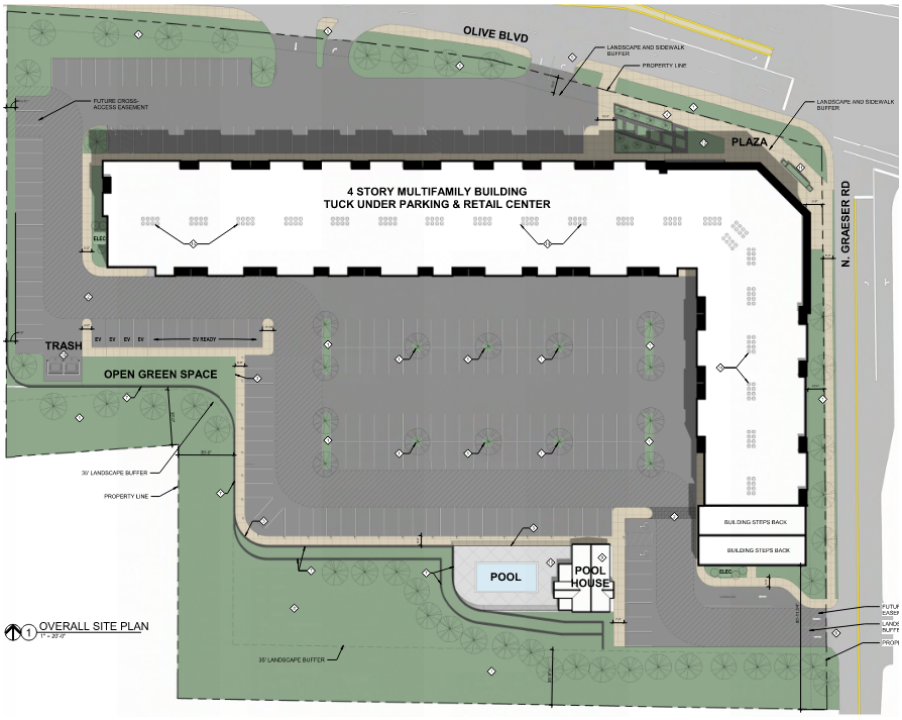
Future Conditions

The future conditions of the proposed development and the associated modifications to the site access drives are discussed in this section. This includes anticipated changes to West Entrance, East Entrance, and Bank Entrance, as well as their impacts on Olive Boulevard and Graeser Road. In addition, the analysis considers the effects of traffic generated by the development on the surrounding street network, along with the cumulative impacts of other planned developments along Olive Boulevard.

The proposed development will be constructed on a 4.42-acre parcel currently occupied by one strip plaza unit that is partially occupied and still generates a small amount of traffic. This strip plaza will be demolished as part of this project. A second strip plaza unit was recently demolished in late 2023. The new project will consist of a four-story multi-family building with ground-floor parking and retail. The residential component will consist of 147 residential units (27 studio units, 114 one-bedroom units, and 6 two-bedroom units), approximately 5,000 square feet of ground-floor commercial space, and a 3,472-square-foot high-turnover restaurant.

Along the northern frontage, two access points are proposed. The first, West Entrance (Site Drive 1), was originally shown to continue to operate as a full-access driveway as part of initial traffic analysis, and will consider three-quarter access in subsequent sections of this traffic study. The second, Middle Entrance (Site Drive 2), will continue to function as a right-in/right-out (RIRO) access. The existing East Entrance will be removed as part of this project. On the southern side of the site, the South Drive (Site Drive 3) will be positioned to align with Bank Entrance on the east side of Graeser Road. This location will continue to operate under side-street stop control, with no other modifications anticipated to the surrounding street network. **Figure 3** below illustrates the proposed development site plan, dated 2/26/2026, and includes the alternate three-quarter access (i.e., right-in, right-out, left-in) the Site Drive 1.

FIGURE 3 – DEVELOPMENT SITE PLAN



Future Traffic Volumes

Trip Generation – Traffic generated by the proposed site was estimated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th edition*. This document is widely-used as an industry standard for estimating the number of peak period trip ends, a combination of inbound and outbound traffic, based on specific types of development and density. For the purposes of this traffic impact study, the ITE land uses which most accurately represent the Graeser Station Development are Mid-Rise Residential with Ground-Floor Commercial (Land Use 231), this land development accounts for both the residential units and the commercial/ retail ground floor, however, it doesn't count for the proposed restaurant, therefore the Land Use High-Turnover (Sit-Down) Restaurant (Land Use 932) was used in addition to the 231 land use. It is important to note that the most current version of the Trip Generation Manual now considers impacts associated with regional settings/locations to provide a more accurate estimation. For this traffic impact study, the setting/location was "General Urban/Suburban", filtered by the Midwest Region.

It is anticipated that the proposed development will generate traffic volumes comparable to or even lower than those produced by the existing two strip plazas when fully occupied, given the nature and scale of the retail centers.

Many new developments with commercial or retail land uses may consider the impacts of pass-by trips, or traffic already on the adjacent public street network that diverts into the proposed site. Therefore, these would not be considered "new" to the area. For this development, due to the relatively small proportion of commercial and restaurant space compared to the overall site density, pass-by trips were not applied as a conservative approach.

Trip adjustments were also considered to account for internal capture, which occurs when patrons visit multiple uses within the same development under a single trip. For example, a resident of the apartment building may also patronize the ground-floor commercial space or restaurant. According to the *ITE Trip Generation Manual, 12th edition*, the residential Land Use 231 already accounts for any internal capture between the residential units and commercial space, but the restaurant Land Use 932 does not. As a conservative measure, no internal capture reduction was applied to the restaurant. A summary of the projected trip generation is provided in **Table 3**.

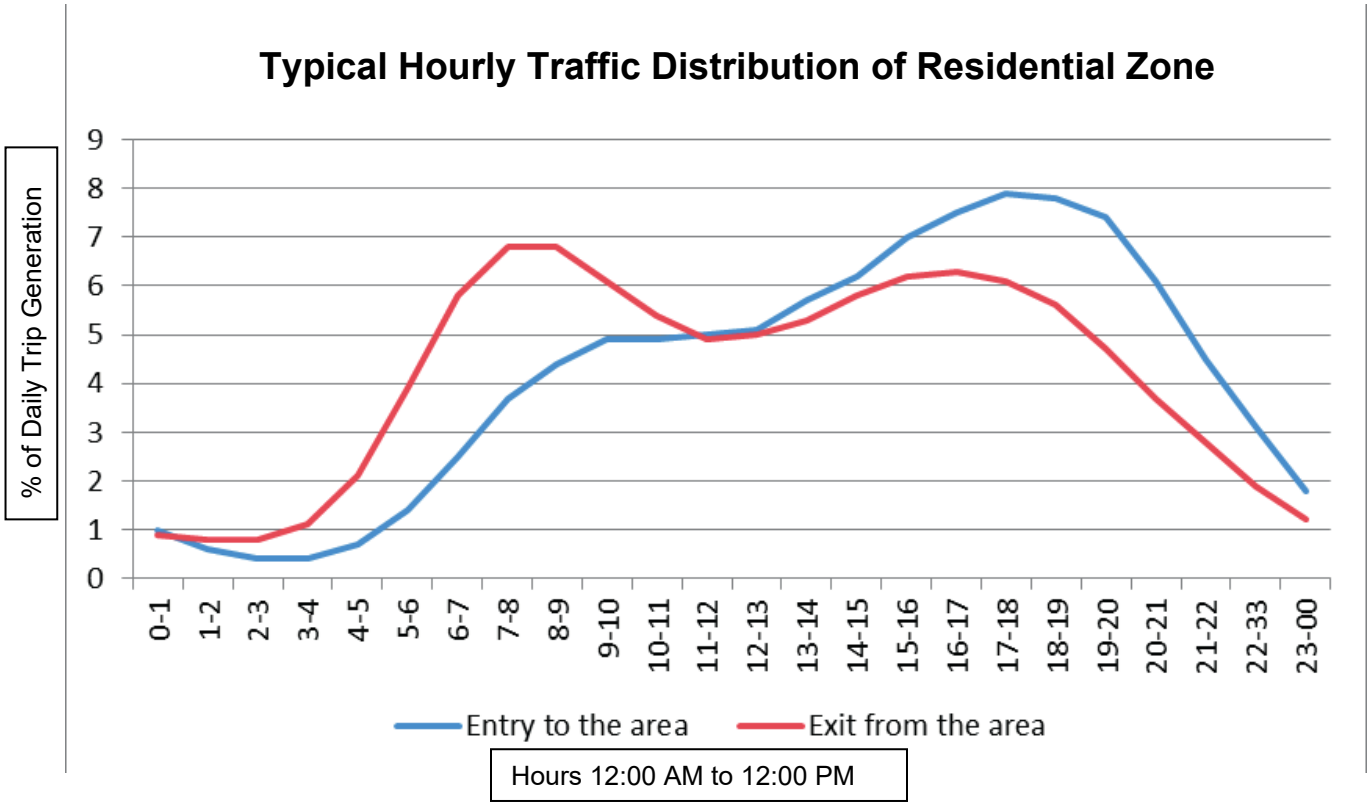
TABLE 3 – TRIP GENERATION

TRIP GENERATION							
Land Use	Units	AM Peak Hour		Mid-Day (2) Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
Mid-Rise Residential with Ground-Floor Commercial (ITE Land Use 231)	147 Dwelling Units	15	35	26	14	41	18
High Turnover (Sit-Down) Restaurant (ITE Land Use 932) (1)	3,472 GFA	17	14	12	10	19	13
Net Trips (New)		**32**	**49**	**38**	**24**	**60**	**31**

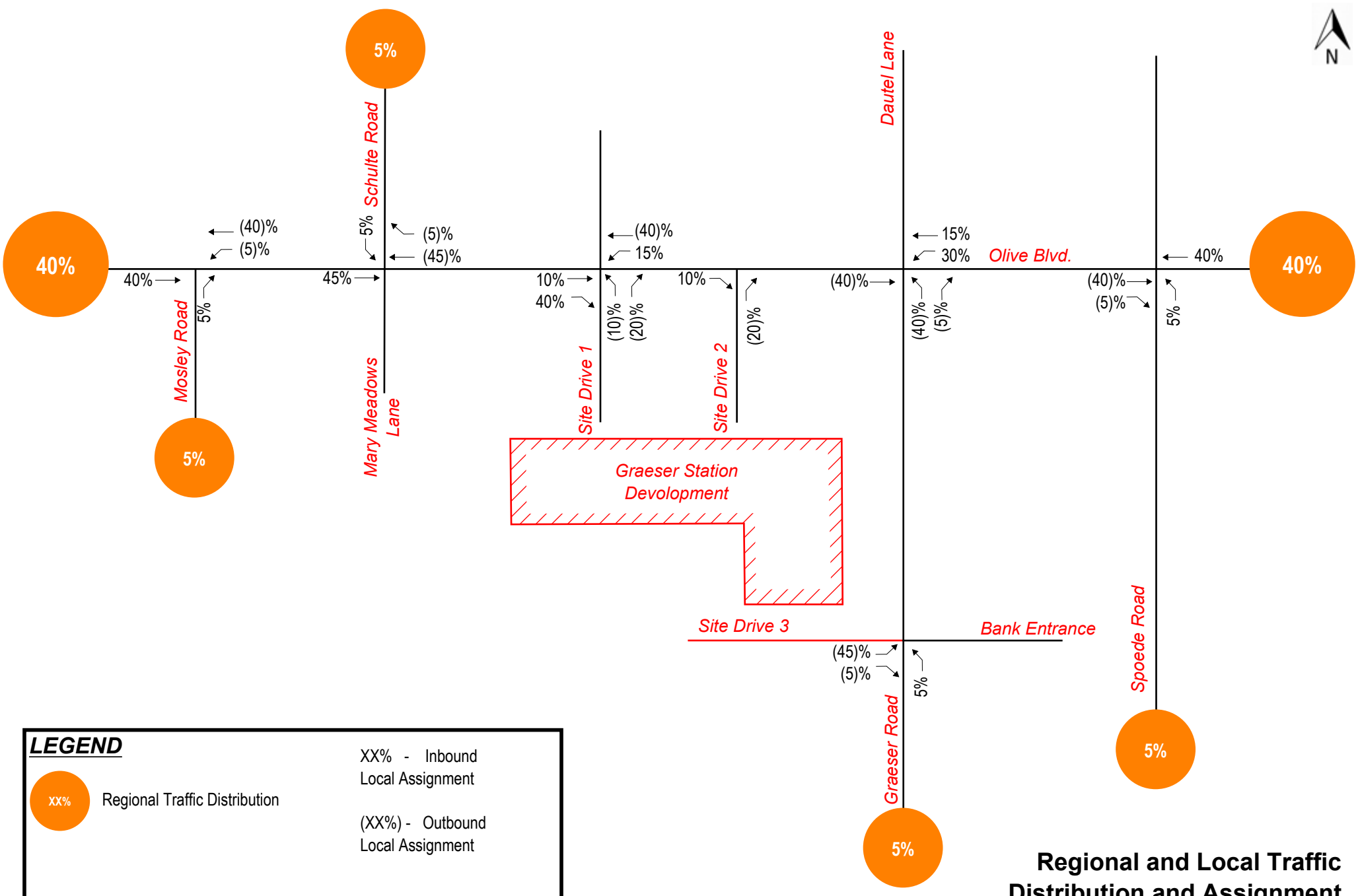
(1) ITE data filtered to the Midwest region only
(2) Data was derived based on Figure 4

Although the *Trip Generation Manual* does not provide specific data for the mid-day peak hour, this study included a mid-day peak analysis to estimate the impacts of the proposed development during the lunch time period. **Figure 4** illustrates a typical hourly trip distribution for a residential component as a percentage of the expected daily trip generation. Given that the restaurant represents only 3,472 square feet of the total 163,500 square-foot development, the same distribution pattern was applied to the restaurant component. Trip generation tables can be found in **Appendix D**.

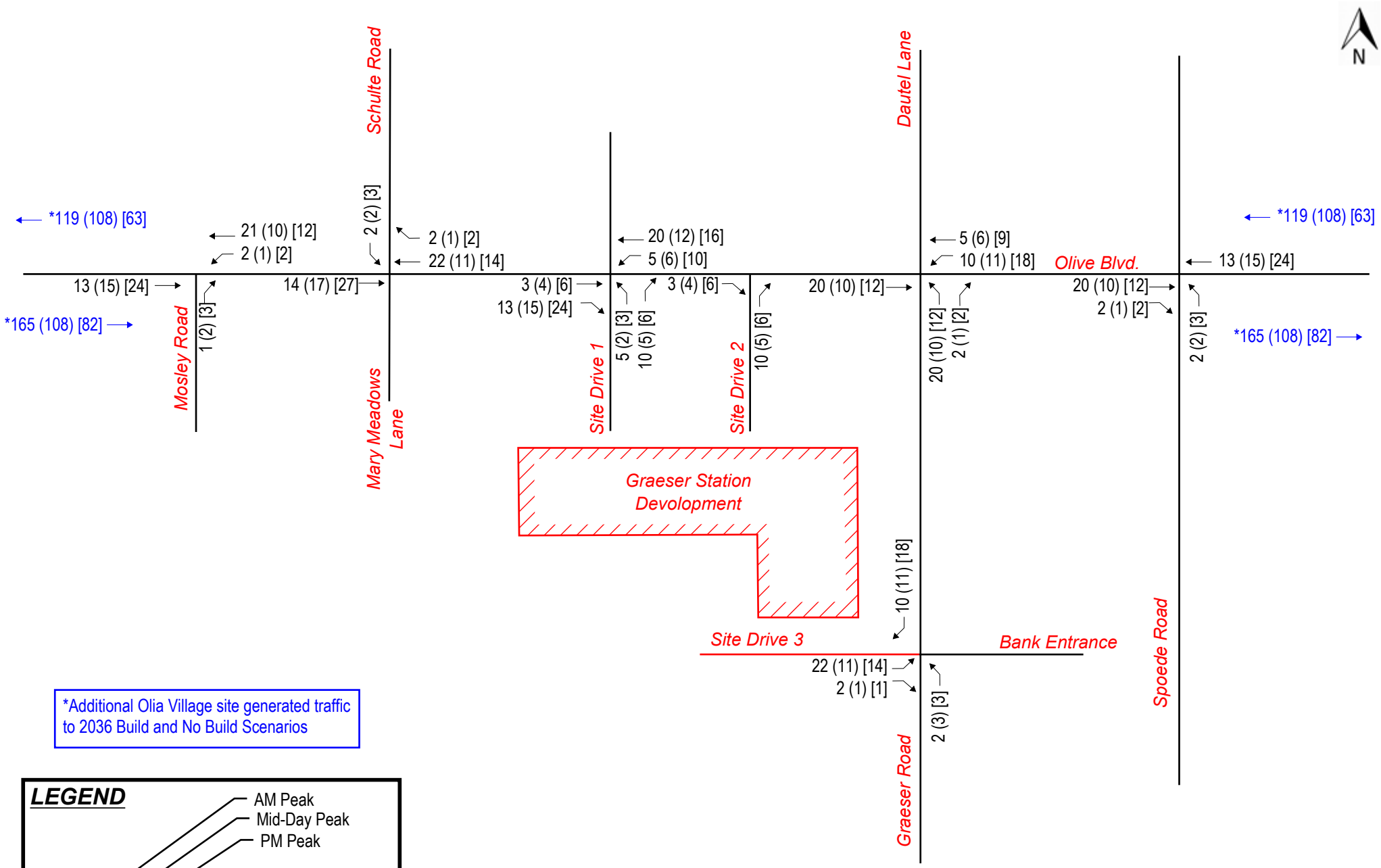
FIGURE 4: RESIDENTIAL AREA HOURLY TRAFFIC DISTRIBUTION



Traffic Distribution and Assignment - Traffic distribution to and from the proposed site will be influenced by the actual land uses, surrounding population centers, employment hubs, major transportation corridors, and existing vehicle patterns. Olive Boulevard will serve as the primary access roadway to the development. To the north of the site are several retail shops and commercial properties; a bank and residential units to the east; a residential neighborhood to the south; and retail stores and residential units to the west. Olive Boulevard and Graeser Road are expected to function as the main access routes for local traffic. It is estimated that 80% of site-generated traffic (both inbound and outbound) will utilize Olive Boulevard to and from the east (40%) and the west (40%). It is also recognized that a portion of the distribution will utilize other linkage route to avoid heavy traffic on Olive Boulevard, namely 5% could use Mosley Road, Spoede Road, and Graeser Road to and from the south; and 5% is expected to use Schulte Road to and from the north. Due to the high through volumes along Olive Boulevard, it is anticipated that most outbound left-turn movements generated by the site will utilize the signalized intersection at Graeser Road and Olive Boulevard by accessing Graeser Road via the South Site Drive 3. The regional trip distribution and local traffic assignments can be seen in **Exhibits 3 and 4.**



Regional and Local Traffic Distribution and Assignment



Site Generated Traffic

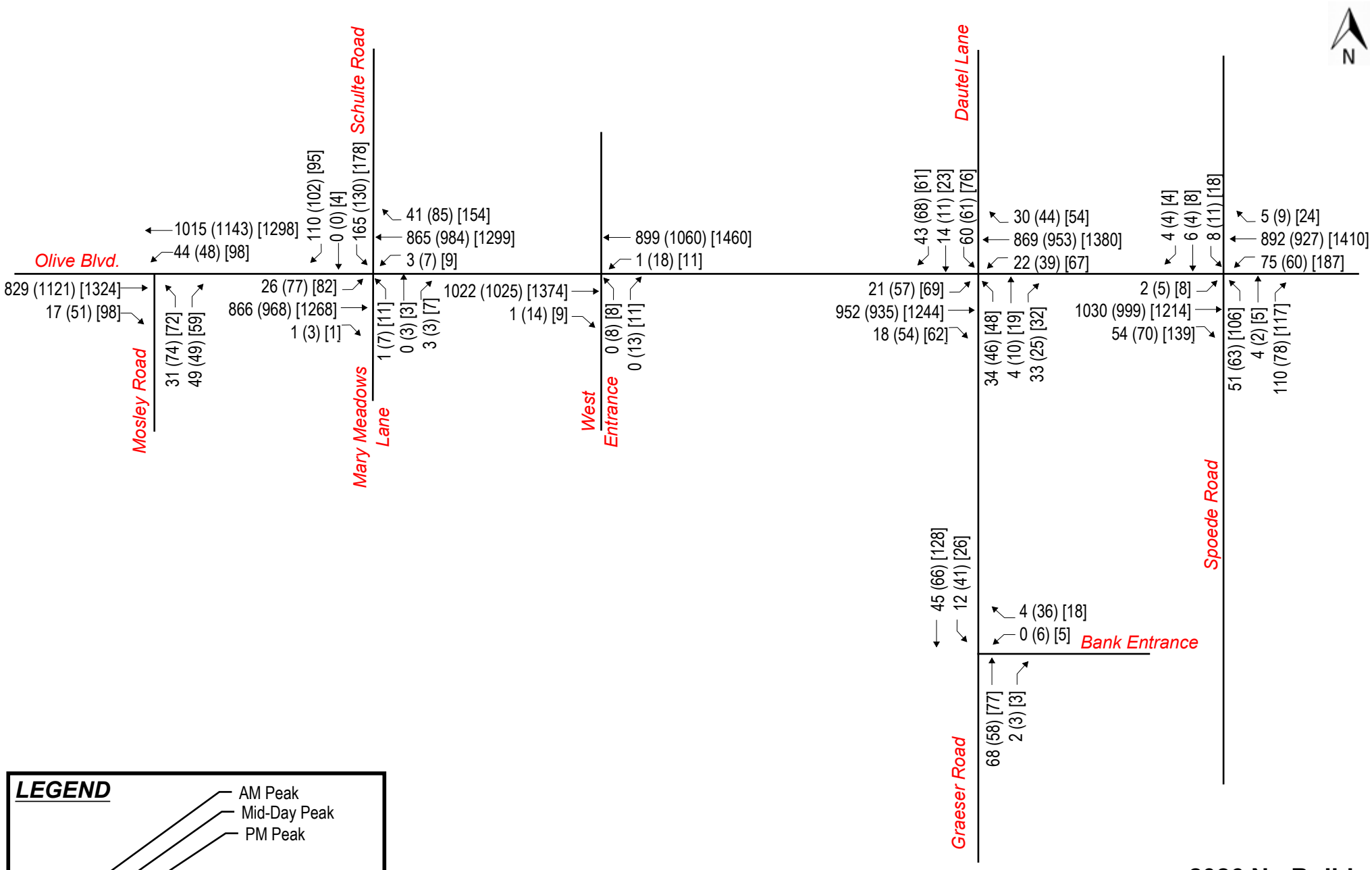
Growth Rate – For transportation planning purposes, a 10-year planning horizon was considered for the traffic analysis. Historical traffic count data from MoDOT ADT maps and previous traffic impact studies were reviewed to estimate the average annual traffic growth rate. This information supports the use of a 0.5% average annual growth rate. However, when reviewing the traffic impact study for the planned development of Olia Village, located at Olive Boulevard and Lindbergh Boulevard and expected to be fully operational by 2028, a 0.5% growth adjustment to existing background traffic would not be enough to account for the new trips associated with Olia Village at full build-out. Therefore, background growth rate of 0.5% was applied in addition to the projected Olia Village trip generation along Olive Boulevard for the 2036 No Build and Build scenarios. Since the Olia Village traffic impact study did not include a mid-day peak analysis, and given the limited availability of mid-day data for this study, a conservative approach was applied. Specifically, 50% of the average of the AM and PM peak volumes from the Olia Village study was added to the 0.5% growth rate along Olive Boulevard. This growth rate adjustment is intended to account for potential increases in traffic volumes generated by future, unplanned developments in the area, such as the anticipated 39 North Development and others in the area and along Olive Boulevard. **Table 5** below presents the comparison of projected traffic volumes at the Olive Boulevard and Spoede Road intersection.

TABLE 5: OLIVE BOULEVARD AND SPOEDE ROAD COMPARISON

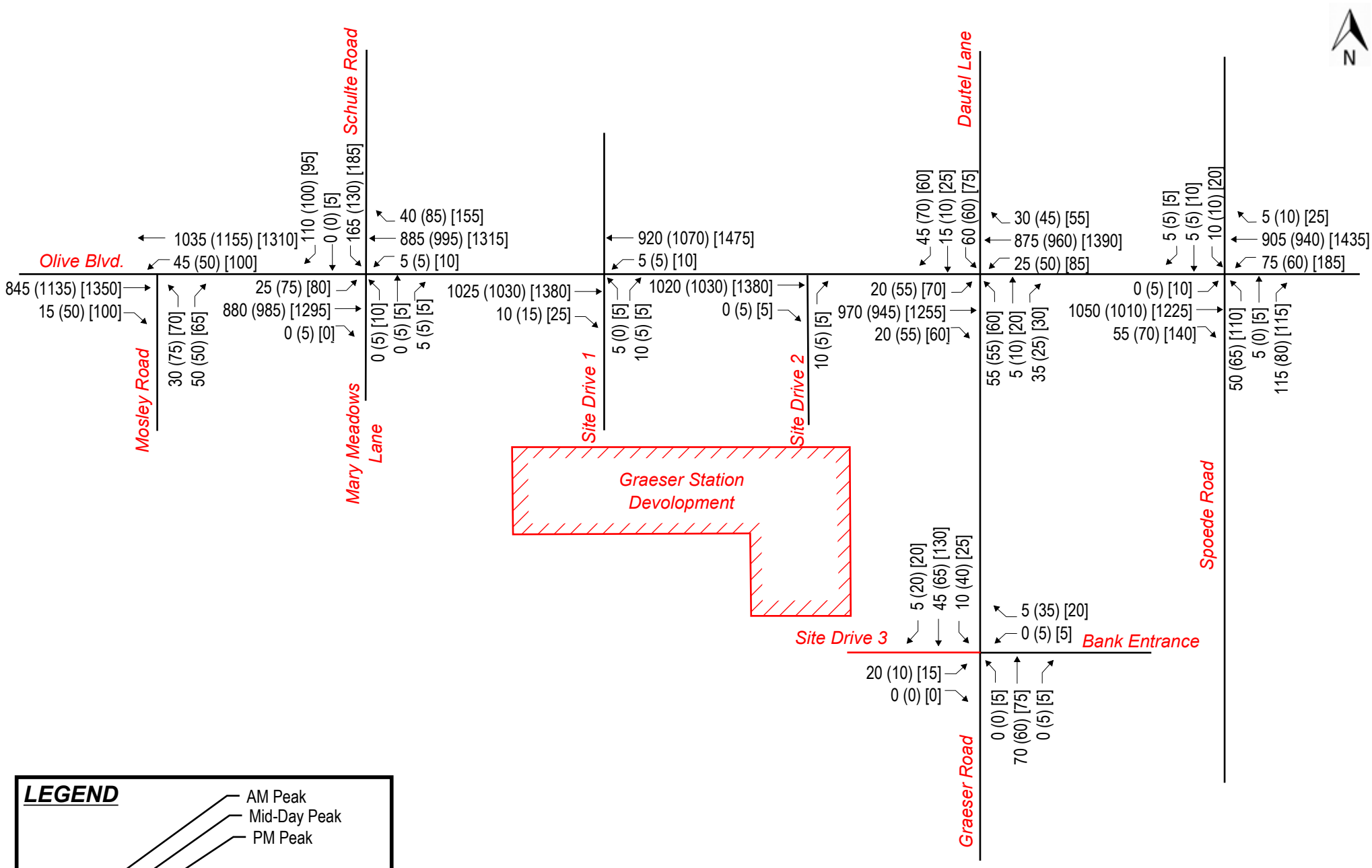
Olia Village Trip Generation and Growth Rate Comparison									
Peak Period/Movement	*TIS*			*0.5%*			*1%*		
	AM	*Mid-day*(1)	*PM*	*AM*	*Mid-day*	*PM*	*AM*	*Mid-day*	*PM*
Additional EB Through	165	108	82	58	56	68	119	115	140
Additional WB Through	119	108	63	50	52	79	103	107	162

(1) Mid-day Data were estimated based on the proposed traffic volumes from the Olia Village TIS.

Traffic volume strip maps for the Construction Year 2026 No Build, Construction Year 2026 Build, Future Year 2036 No Build, Future Year 2036 Build, can be seen in **Exhibits 5-8**.



2026 No Build
Peak Hour Volume

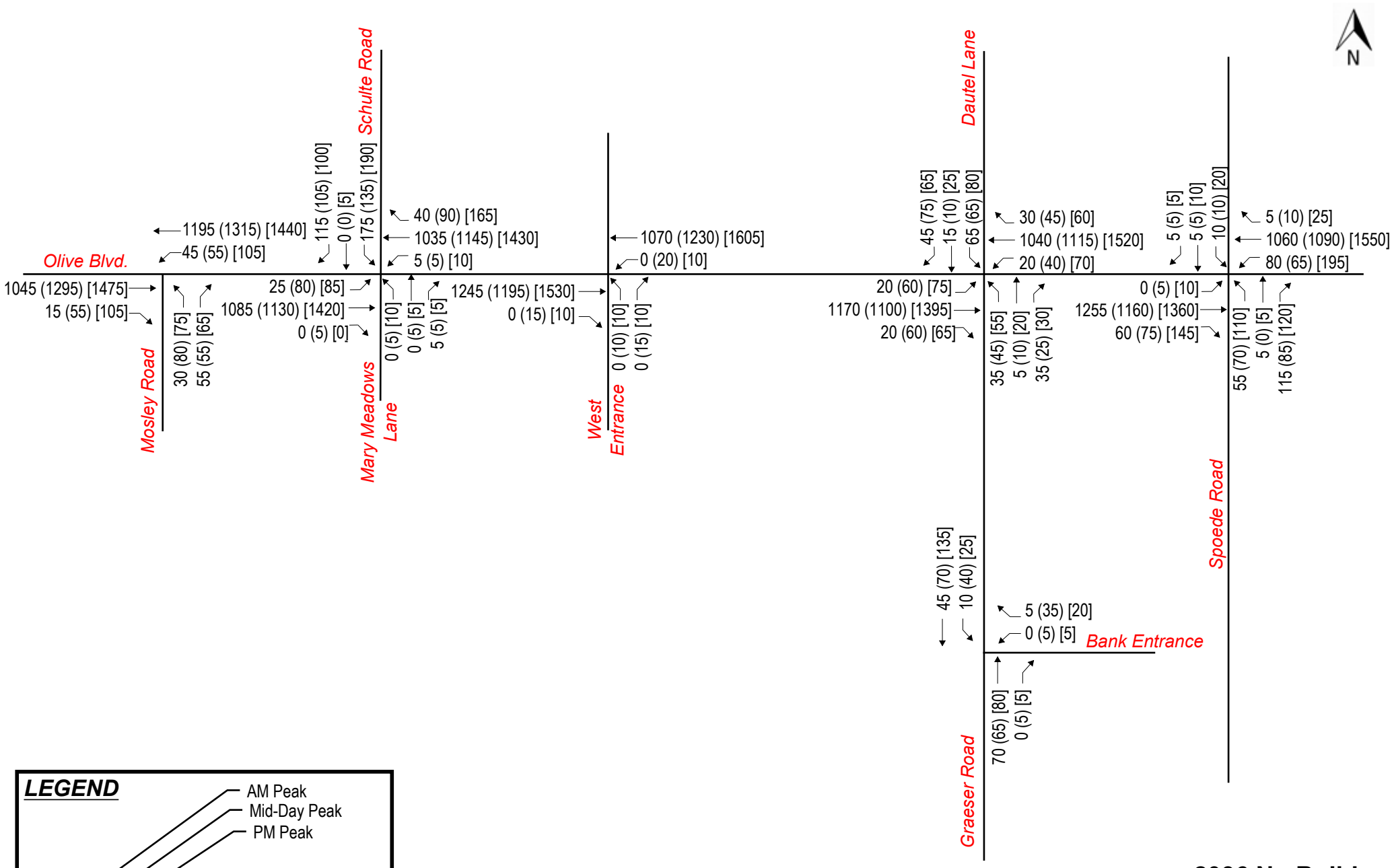


LEGEND

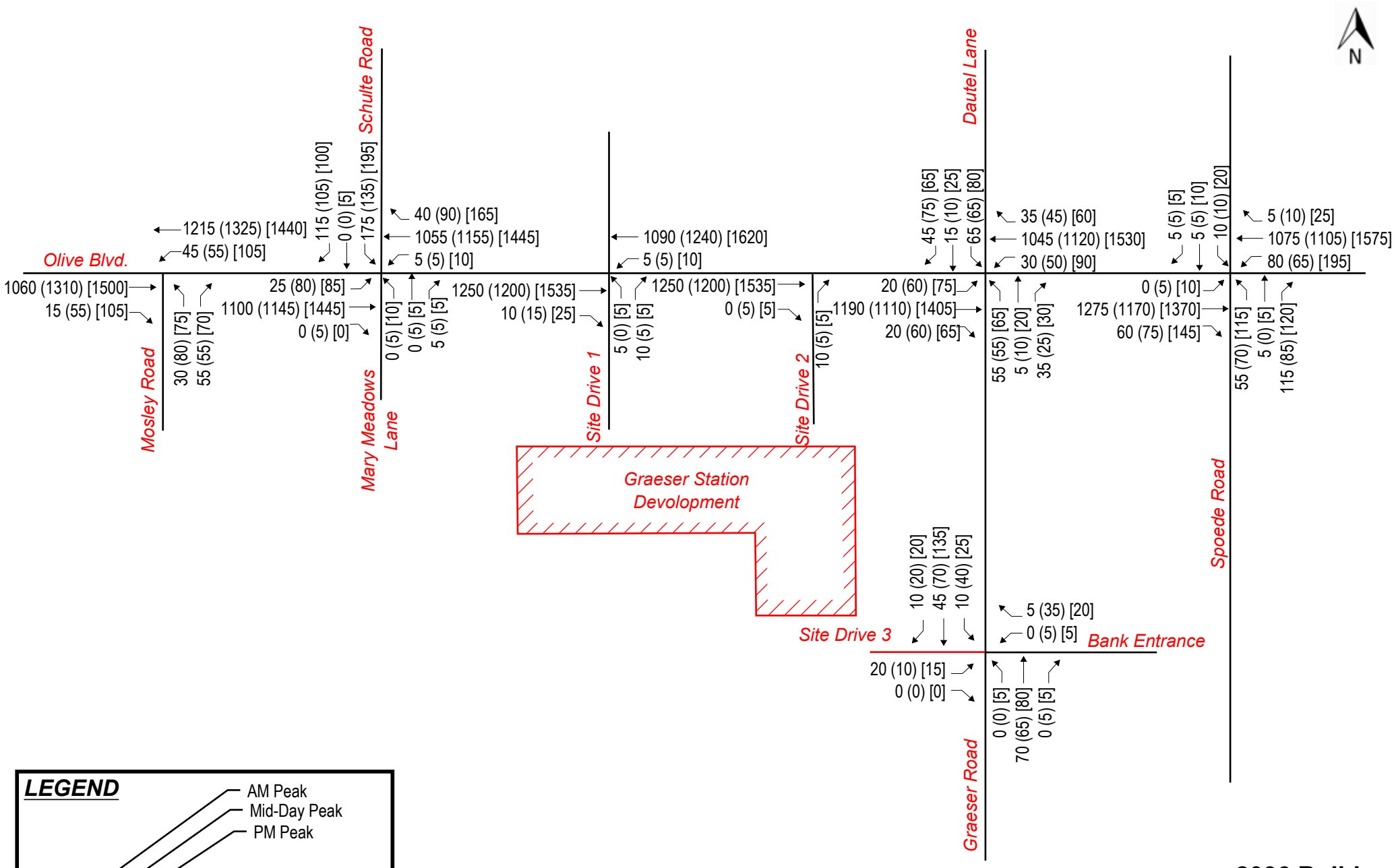
AM Peak
Mid-Day Peak
PM Peak

XX (XX) [XX]

2026 Build Peak Hour Volume



2036 No Build
Peak Hour Volume



2036 Build
Peak Hour Volume

Construction Year 2026, No Build

Olive Boulevard and Mosley Road – Traffic operations at this intersection indicate that all movements operate at LOS B or better, except for the northbound left-turn movement, which operates at LOS E during all peak periods. During the PM peak, the northbound left-turn experiences an average delay of 66.9 seconds per vehicle, with a corresponding queue length of 125 feet.

Olive Boulevard and Schulte Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, except for the eastbound left-turn movement during the PM peak, which operates at LOS F, with a delay of 80.7 seconds per vehicle and a queue length of 125 feet during the PM peak.

Olive Boulevard and West Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods, except for the northbound left-turn movement, which operates at LOS F during the Midday and PM peaks, with a delay of 164 seconds per vehicle and a length of 50 feet during the PM peak.

Olive Boulevard and Middle Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods. The northbound right-turn movement during the PM peak operates at LOS C, with an average delay of 15.7 seconds per vehicle and a queue length of 25 feet.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations indicate that all movements operate at LOS C during all peak periods, except for the northbound and southbound left-turn movements, which operate at LOS E during all peaks. The southbound left-turn movement during the PM peak experiences an average delay of 74.2 seconds per vehicle, with a queue length of 125 feet, while the northbound left-turn movement has a 67.9-second delay and 100 feet of queue during the PM peak.

Graeser Road and Bank Entrance – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The westbound left-turn movement during the PM peak records an average delay of 10.4 seconds per vehicle, with no significant queueing observed.

Olive Boulevard and Spoede Road – Traffic operations indicate that all movements operate at LOS D or better during all peak periods, except for the northbound left-through movement, which operates at LOS E during all peaks. The PM peak records the highest delay of 79.3 seconds per vehicle, with a queue length of 175 feet.

The traffic operation delays, LOS, and queues of the Construction Year 2026, No Build Conditions traffic volume scenario can be seen in **Table 6**.

TABLE 6 – CONSTRUCTION YEAR 2026, NO BUILD

Location / Critical Movements	2026 No Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	5.2	A	150'	4.2	A	125'	5.7	A	175'
WB Left	2.5	A	25'	4.7	A	25'	8.8	A	M25
WB Thru	5.4	A	225'	9.0	A	425'	8.4	A	275'
NB Left	64.5	E	75'	60.8	E	125'	66.9	E	125'
NB Right	18.4	B	25'	15.6	B	50'	15.4	B	50'
Total	**6.7**	**A**		**8.5**	**A**		**9.0**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.6	A	25'	3.8	A	25'	80.7	F	M125
EB Thru/Right	9.2	A	275'	0.9	A	325'	9.0	A	550'
WB Left	5.7	A	25'	4.6	A	25'	6.1	A	25'
WB Thru/Right	10.6	B	275'	11.2	B	325'	21.7	C	650'
NB Left/Thru/Right	42.2	D	25'	43.6	D	50'	44.2	D	50'
SB Left	73.7	E	225'	70.2	E	175'	75.4	E	250'
SB Thru/Right	1.4	A	12'	1.9	A	0'	10.8	B	50'
Total	**14.7**	**B**		**11.6**	**B**		**21.1**	**C**	
Olive Blvd. and West Entrance									
WB Left	11.5	B	0'	10.8	B	25'	12.7	B	25'
NB Left	0.0	A	0'	56.2	F	25'	164.0	F	50'
NB Right	0.0	A	0'	12.8	B	25'	15.1	C	25'
Olive Blvd. and Middle Entrance									
NB Right	0.0	A	0'	12.9	B	25'	15.7	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	1.7	A	M25	4.3	A	M25
EB Thru/Right	7.0	A	125'	4.1	A	75'	7.4	A	125'
WB Left	3.2	A	25'	2.3	A	25'	4.7	A	M25
WB Thru	8.2	A	225'	5.1	A	125'	10.6	B	475'
WB Right	0.6	A	25'	0.5	A	0'	0.8	A	M25
NB Left	59.7	E	75'	61.8	E	75'	67.9	E	100'
NB Thru/Right	19.5	B	50'	24.8	C	50'	26.1	C	50'
SB Left	73.2	E	100'	64.9	E	100'	74.2	E	125'
SB Thru/Right	22.7	C	50'	19.3	B	75'	22.3	C	75'
Total	**11.1**	**B**		**8.2**	**A**		**12.6**	**B**	
Graeser Road and Bank Entrance									
WB Left	0.0	A	0'	10.0	B	0'	10.4	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	3.5	A	M25	2.6	A	M25	1.2	A	M25
EB Thru/Right	17.1	B	575'	10.6	B	400'	15.0	B	375'
WB Left	5.1	A	M25	2.8	A	M25	21.2	C	M175
WB Thru	2.6	A	75'	2.2	A	M75	3.5	A	150'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	74.8	E	100'	68.8	E	100'	79.3	E	175'
NB Right	24.4	C	100'	7.7	A	50'	11.7	B	75'
SB Left	53.2	D	25'	49.0	D	25'	51.8	D	50'
SB Thru/Right	38.9	D	25'	33.2	C	25'	36.5	D	25'
Total	**12.7**	**B**		**9.1**	**A**		**12.7**	**B**	

Construction Year 2026, Build

Olive Boulevard and Mosley Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Schulte Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, except for the eastbound left turn movement which is expected to improve from F to E during the PM peak, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Site Drive 1 – Traffic operations and queues at this intersection are expected to improve slightly due to the changes in traffic volumes. With the AM peak seeing high improvement, and the PM peak improving from 168.3 seconds of delay to 139.2 seconds of delay and 25 feet of queue.

Olive Boulevard and Site Drive 2 – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks except for the AM peak which is expected to degrade from A to B.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, the average intersection delay is expected to increase by up to two seconds. The northbound left turn movement delay is expected to increase to 79.3 sec/veh at a LOS E, with 100 feet of queue.

Graeser Road and Bank Entrance / South Entrance – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The eastbound left-turn movement during the PM peak records the highest dealt with 11 seconds of delay per vehicle and 25 feet of queue.

Olive Boulevard and Spoede Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, except for the northbound left turn movement during the PM peak, which is expected to degrade from E to F, however, the average intersection delay is expected to improve by up to a second.

The traffic operation delays, LOS, and queues of the Construction Year 2026, Build Conditions traffic volume scenario can be seen in **Table 7**.

TABLE 7 – CONSTRUCTION YEAR 2026, BUILD

Location / Critical Movements	2026 Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	5.2	A	150'	4.2	A	125'	5.7	A	175'
WB Left	2.4	A	25'	4.8	A	25'	9.4	A	M25
WB Thru	5.4	A	200'	9.2	A	425'	7.1	A	250'
NB Left	64.5	E	75'	60.8	E	125'	66.9	E	125'
NB Right	18.6	B	25'	15.5	B	50'	15.2	B	50'
Total	**6.7**	**A**		**8.6**	**A**		**8.4**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.7	A	25'	3.7	A	25'	79.6	E	M125
EB Thru/Right	9.3	A	275'	4.9	A	350'	9.5	A	575'
WB Left	5.8	A	25'	4.6	A	25'	6.2	A	25'
WB Thru/Right	10.7	B	300'	11.3	B	325'	21.1	C	650'
NB Left/Thru/Right	42.6	D	25'	43.6	D	50'	43.6	D	50'
SB Left	73.7	E	225'	70.2	E	175'	76.2	E	250'
SB Thru/Right	1.4	A	0'	1.9	A	0'	10.9	B	75'
Total	**14.7**	**B**		**11.6**	**B**		**21.0**	**C**	
Olive Blvd. and Site Drive 1									
WB Left	11.7	B	0'	10.7	B	0'	12.8	B	25'
NB Left	69.3	F	25'	0.0	A	0'	139.2	F	25'
NB Right	13.7	B	25'	12.6	B	25'	15.0	C	25'
Olive Blvd. and Site Drive 2									
NB Right	12.9	B	25'	0.0	A	0'	15.7	C	0'

Olive Blvd. and Graeser Road									
EB Left	2.7	A	M25	1.7	A	M25	4.5	A	M25
EB Thru/Right	7.1	A	125'	4.1	A	75'	8.7	A	125'
WB Left	3.3	A	25'	2.5	A	25'	6.6	A	M25
WB Thru	8.2	A	225'	5.3	A	125'	10.8	B	500'
WB Right	0.6	A	25'	0.5	A	0'	0.8	A	M25
NB Left	70.6	E	100'	65.7	E	100'	79.3	E	100'
NB Thru/Right	19.4	B	50'	24.6	C	50'	27.3	C	50'
SB Left	73.1	E	100'	63.5	E	100'	73.7	E	125'
SB Thru/Right	22.6	C	50'	18.5	B	75'	23.3	C	75'
Total	**11.9**	**B**		**8.5**	**A**		**13.8**	**B**	
Graeser Road and Bank Entrance/Site Drive 3									
EB Left	9.8	A	25'	10.6	B	25'	11.1	B	25'
WB Left	0.0	A	0'	10.3	B	0'	10.8	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
NB Left	0.0	A	0'	0.0	A	0'	0.0	A	0'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	0.0	A	0'	2.4	A	M25	1.3	A	M25
EB Thru/Right	17.1	B	550'	10.3	B	375'	14.2	B	375'
WB Left	5.2	A	M25	2.8	A	M25	22.2	C	M175
WB Thru	2.7	A	75'	2.2	A	M75	3.6	A	150'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	74.5	E	100'	67.9	E	100'	80.2	F	175'
NB Right	26.4	C	100'	7.8	A	50'	11.4	B	75'
SB Left	54.1	D	25'	49.2	D	25'	52.2	D	50'
SB Thru/Right	35.8	D	25'	33.1	C	25'	36.8	D	50'
Total	**12.8**	**B**		**8.9**	**A**		**12.7**	**B**	

Future Year 2036, No Build

Olive Boulevard and Mosley Road – Traffic operations at this intersection indicate that all movements operate at LOS B or better, except for the northbound left-turn movement, which operates at LOS E during all peak periods. During the PM peak, the northbound left-turn experiences an average delay of 67.1 seconds per vehicle, with a corresponding queue length of 125 feet.

Olive Boulevard and Schulte Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, with the eastbound left-turn movement during the PM peak operating with a delay of 78.8 seconds per vehicle and a queue length of 125 feet during the PM peak.

Olive Boulevard and West Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods, except for the northbound left-turn movement, which operates at LOS F during the Midday and PM peaks, with a delay of 332.2 seconds per vehicle and a length of 75 feet during the PM peak.

Olive Boulevard and Middle Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods. The northbound right-turn movement during the PM peak operates at LOS C, with an average delay of 17.4 seconds per vehicle and a queue length of 25 feet.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations indicate that all movements operate at LOS C during all peak periods, except for the northbound and southbound left-turn movements, which operate at LOS E during all peaks. The southbound left-turn movement during the PM peak experiences an average delay of 75.2 seconds per vehicle, with a queue length of 125 feet, while the northbound left-turn movement has a 73.9-second delay and 100 feet of queue during the PM peak.

Graeser Road and Bank Entrance – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The westbound left-turn movement during the PM peak records an average delay of 10.5 seconds per vehicle, with no significant queuing observed.

Olive Boulevard and Spoede Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, except for the northbound left-through movement, which operates at LOS F during all peaks. The PM peak records the highest delay of 80.2 seconds per vehicle, with a queue length of 175 feet.

The traffic operation delays, LOS, and queues of the Future Year 2036, No Build Conditions traffic volume scenario can be seen in **Table 8**.

TABLE 8 – FUTURE YEAR 2036, NO BUILD

Location / Critical Movements	2036 No Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	6.0	A	175'	4.5	A	150'	6.4	A	200'
WB Left	2.9	A	25'	5.1	A	M25	14.0	B	M50
WB Thru	6.8	A	200'	10.0	B	500'	8.9	A	375'
NB Left	64.5	E	75'	61.1	E	125'	67.1	E	125'
NB Right	18.4	B	25'	15.0	B	50'	14.9	B	50'
Total	**7.6**	**A**		**9.0**	**A**		**9.7**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.9	A	M25	4.8	A	25'	78.8	E	M125
EB Thru/Right	10.9	B	475'	5.6	A	425'	10.6	B	725'
WB Left	6.2	A	25'	4.6	A	25'	6.4	A	25'
WB Thru/Right	12.3	B	375'	12.9	B	400'	24.3	C	775'
NB Left/Thru/Right	41.6	D	25'	43.3	D	50'	43.4	D	50'
SB Left	73.4	E	225'	71.2	E	200'	76.7	E	250'
SB Thru/Right	1.6	A	0'	3.9	A	25'	10.7	B	75'
Total	**15.6**	**B**		**12.5**	**B**		**23.6**	**C**	
Olive Blvd. and West Entrance									
WB Left	0.0	A	0'	11.7	B	25'	13.9	B	25'
NB Left	0.0	A	0'	96.7	F	50'	332.2	F	75'
NB Right	0.0	A	0'	13.9	B	25'	16.5	C	25'
Olive Blvd. and Middle Entrance									
NB Right	0.0	A	0'	13.9	B	25'	17.4	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	2.0	A	M25	7.8	A	M50
EB Thru/Right	8.1	A	150'	4.4	A	100'	8.3	A	125'
WB Left	3.6	A	M25	2.5	A	25'	7.2	A	M25
WB Thru	11.1	B	375'	5.4	A	150'	13.5	B	750'
WB Right	0.7	A	25'	0.4	A	0'	1.0	A	M25
NB Left	58.5	E	75'	60.3	E	75'	73.9	E	100'
NB Thru/Right	18.9	B	50'	24.5	C	50'	27.0	C	50'
SB Left	73.3	E	100'	65.5	E	100'	75.2	E	125'
SB Thru/Right	22.0	C	50'	18.1	B	75'	22.4	C	75'
Total	**12.5**	**B**		**8.0**	**A**		**14.5**	**B**	
Graeser Road and Bank Entrance									
WB Left	0.0	A	0'	10.1	B	0'	10.5	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
SB Left	7.4	A	0'	7.5	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	0.0	A	0'	2.4	A	M25	1.3	A	M25
EB Thru/Right	19.9	B	625'	11.6	B	475'	18.1	B	#600
WB Left	10.4	B	M25	3.2	A	M25	24.6	C	M175
WB Thru	3.1	A	100'	2.3	A	M75	4.1	A	175'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	75.2	E	100'	68.6	E	125'	80.2	F	175'
NB Right	29.3	C	100'	13.9	B	50'	12.0	B	75'
SB Left	53.2	D	25'	48.6	D	25'	52.2	D	50'
SB Thru/Right	35.2	D	25'	32.7	C	25'	36.8	D	50'
Total	**14.6**	**B**		**9.7**	**A**		**14.4**	**B**	

Future Year 2036, Build

Olive Boulevard and Mosley Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Schulte Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Site Drive 1 – Traffic operations and queues at this intersection are expected to improve due to the changes in traffic volumes. With the PM peak seeing high improvement, and the PM peak improving from 336.5 seconds of delay to 227 seconds of delay and 50 feet of queue.

Olive Boulevard and Site Drive 2 – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks except for the AM peak which is expected to degrade from A to B.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks except for the northbound left turn movement during the PM peak, which degraded from E to F, the average intersection delay is expected to increase by up to two seconds. **The northbound left turn movement delay is expected to increase to 82.9 sec/veh at a LOS F, with 100 feet of queue.**

Graeser Road and Bank Entrance / Site Drive 3 – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The eastbound left-turn movement during the PM peak records the highest delay with 11.1 seconds of delay per vehicle and 25 feet of queue.

Olive Boulevard and Spoede Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, except for the northbound left turn movement during the PM peak, which is expected to degrade from E to F, with the average intersection delay is expected to decrease by up to a second.

The traffic operation delays, LOS, and queues of the Future Year 2036, Build Conditions traffic volume scenario can be seen in **Table 9**.

TABLE 9 – FUTURE YEAR 2036, BUILD

Location / Critical Movements	2036 Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	6.0	A	175'	4.6	A	150'	6.5	A	200'
WB Left	2.9	A	25'	5.1	A	M25	15.6	B	M50
WB Thru	6.9	A	200'	10.0	B	525'	8.7	A	400'
NB Left	64.5	E	75'	61.1	E	125'	67.1	E	125'
NB Right	18.4	B	25'	15.0	B	50'	14.8	B	50'
Total	**7.6**	**A**		**9.0**	**A**		**9.7**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.8	A	M25	4.8	A	M25	78.0	E	M100
EB Thru/Right	11.0	B	475'	5.6	A	425'	11.1	B	750'
WB Left	6.2	A	25'	4.6	A	25'	6.4	A	25'
WB Thru/Right	12.4	B	375'	12.6	B	400'	26.9	C	775'
NB Left/Thru/Right	41.6	D	25'	43.3	D	50'	43.2	D	50'
SB Left	73.4	E	225'	71.2	E	200'	77.3	E	250'
SB Thru/Right	1.8	A	25'	4.0	A	25'	10.6	B	75'
Total	**15.7**	**B**		**12.6**	**B**		**24.1**	**C**	
Olive Blvd. and Site Drive 1									
WB Left	13.6	B	0'	11.7	B	0'	14.1	B	25'
NB Left	134.0	F	25'	0.0	A	0'	227.0	F	50'
NB Right	15.9	B	25'	13.8	B	25'	16.3	C	25'
Olive Blvd. and Site Drive 2									
NB Right	14.7	B	25'	0.0	A	0'	17.2	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	1.9	A	M25	8.2	A	M50
EB Thru/Right	10.0	B	150'	4.3	A	100'	10.1	B	125'
WB Left	4.2	A	25'	2.7	A	25'	11.0	B	M50
WB Thru	11.2	B	375'	5.4	A	150'	13.9	B	775'
WB Right	0.8	A	25'	0.4	A	0'	1.0	A	M25
NB Left	67.7	E	100'	65.3	E	100'	82.9	F	100'
NB Thru/Right	18.9	B	50'	24.5	C	50'	26.9	C	50'
SB Left	73.3	E	100'	65.5	E	100'	73.9	E	125'
SB Thru/Right	22.0	C	50'	18.1	B	75'	22.2	C	75'
Total	**13.9**	**B**		**8.3**	**A**		**15.8**	**B**	
Graeser Road and Bank Entrance /Site Drive 3									
EB Left	9.9	A	25'	10.7	B	25'	11.1	B	25'
WB Left	0.0	A	0'	10.3	B	0'	10.8	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
NB Left	0.0	A	0'	0.0	A	0'	0.0	A	0'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	0.0	A	0'	2.4	A	M25	1.3	A	M25
EB Thru/Right	19.6	C	725'	11.6	B	475'	17.0	B	#675
WB Left	16.2	B	M50	3.2	A	M25	24.8	C	M175
WB Thru	3.3	A	100'	2.3	A	M75	4.3	A	175'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	75.2	E	100'	68.6	E	125'	81.2	F	200'
NB Right	33.5	C	125'	14.4	B	75'	11.8	B	75'
SB Left	53.2	D	25'	48.6	D	25'	52.0	D	50'
SB Thru/Right	35.2	D	25'	32.7	C	25'	36.6	D	50'
Total	**14.7**	**B**		**9.7**	**A**		**14.3**	**B**	

Proposed Improvements

To reduce delays and queue lengths at the study intersections and to enhance overall safety, two improvement alternatives were evaluated. This section describes the proposed improvements, analyzes their operational impacts, and compares the results to the no-improvement scenarios. The evaluation focuses on the PM peak hour, as this period exhibits the highest delays and queue lengths among all analyzed peak periods.

Three-Quarter Access at Site Drive 1

Crash data provided by MoDOT has indicated multiple crashes involving northbound left turns at the unsignalized west access, particularly when the raised median was constructed around the 2011 timeframe. Due to the curvature of Olive Boulevard, eastbound queued vehicles at the Graeser/Dautel signal can block the view for northbound motorists attempting to turn left. A three-quarter access would address safety concerns at this intersection as part of this development. As part of the proposed improvements and to enhance roadway safety, it is operationally and technically preferable to reroute left-turn movements exiting the site to westbound Olive Boulevard from Site Drive 1 to the Graeser Road and Site Drive 3, and utilizing the signalized intersection at Graeser Road and Olive Boulevard to turn left. The projected left-turn volumes using Site Drive 1 are relatively low, estimated at less than 5 vehicles during the peak hours of traffic. When combined with the second improvement alternative described below, the additional traffic is anticipated to have a minimal impact on operations at the Graeser Road and Olive Boulevard intersection. This modification is expected to improve safety and overall operations at Site Drive 1 without materially degrading operations at adjacent intersections.

Corridor Optimization – Left-Turn Control Modifications

The existing lane configuration for the northbound and southbound movements at Graeser Road and Dautel Lane consists of dedicated left turn lanes; however, the signal phasing only allows for permissive lefts only. This can create sight visibility issues for left turn motorists when the opposing left turn lane is occupied, especially at this location where the left turn volume exceeds 50 vph during many peak hours throughout the day. To ensure the effectiveness of the proposed access modification and to avoid adverse impacts to nearby intersections, corridor signal optimization was evaluated. This optimization includes implementing northbound and southbound protected/permissive left-turn phasing at the Graeser Road and Olive Boulevard intersection. The proposed signal control modifications are expected to improve safety, reduce queue lengths, and decrease delays at both the Graeser Road/Olive Boulevard and Spoede Road/Olive Boulevard intersections, while keeping the same cycle length during the PM peak at 130 seconds. The following discussion presents the operational impacts of the proposed improvements, including the additional left-turn volumes introduced at the Graeser Road and Olive Boulevard intersection as a result of the three-quarter access configuration.

Future Year 2036, Build, Optimized

This section discusses the effects of optimizing the roadway network surrounding the development and evaluates the resulting impacts on study intersections in terms of delay, queue lengths, and LOS during the PM peak.

Olive Boulevard and Mosley Road – Traffic operations and queues at this intersection are expected to improve slightly due to the optimization. With no changes to the LOS during the PM peak, the average intersection delay is expected to decrease by up to three seconds.

Olive Boulevard and Schulte Road – Traffic operations and queues at this intersection are expected to improve slightly due to the optimization. With no changes to the LOS during the PM peak, the average intersection delay is expected to decrease by up to four seconds.

Olive Boulevard and Site Drive 1 – Traffic operations and queues at this intersection are expected to improve slightly due to the changes in traffic volumes. Prohibiting left turns out of the development into Olive Boulevard, the intersection will operate at LOS C or better during the PM peak.

Olive Boulevard and Site Drive 2 – Traffic operations and queues at this intersection are expected to remain the same.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations and queues at this intersection are expected to improve significantly due to the optimization. With all movements operating at LOS E or better during the PM peak, with the left-turn volumes rerouted from Site Drive 1, the northbound left-turn movement is projected to operate at LOS E with an average delay of 66.8 seconds and an estimated queue length of approximately 100 feet. The mainline movements are expected to continue operating at LOS B or better, with improved queuing conditions, as westbound through-movement queues are reduced from approximately 775 feet to approximately 575 feet during the optimized PM peak hour.

Graeser Road and Bank Entrance / Site Drive 3 – Traffic operations and queues at this intersection are expected to remain the same.

Olive Boulevard and Spoede Road – Traffic operations and queues at this intersection are expected to improve significantly due to the optimization. With all movements operating at LOS E or better during the PM optimized peak, with the northbound left/through movement operating at 65.3 seconds of delay and 175 feet of queue.

The traffic operation delays, LOS, and queues of the Future Year 2036, Build traffic volume scenario, with proposed improvements listed above, can be seen in **Table 10**.

HRGreen

TECHNICAL MEMORANDUM

To: Jason Jaggi, City of Creve Coeur; Bethany Moore, City of Creve Coeur

From: Dan Shane, PE, PTOE

Subject: Graeser Station Parking Analysis, 3rd Review; Site Development Plan Review

Project No.: Work Order #3 (2403633.03)

Date: March 10, 2026

HR Green has reviewed the Graeser Station Parking Study, Revised February 10, 2026, prepared by Lochmueller .Group The parking study was updated to reflect density changes to the Graeser Station site development plan, specifically 147 dwelling units, 3,472 sf quick serve restaurant, and 5,000 sf retail. An additional 10 parking spaces will now be provided from the previous site plan. The lower development density and additional parking spaces provided is expected to enhance the original plan. We are satisfied with the plan updates and have no further comments related to the parking study.

HR Green has reviewed the Site Development Plan, dated February 5, 2026, prepared by Grimes Consulting, Inc., and offers the following comments:

1. With access restrictions to the northbound left turn movement at the west site drive along Olive Boulevard, signage will need to be provided within the site to properly direct traffic to the access drive along Graeser Road. Also, a signage plan will need to be provided to show how to restrict the northbound left turns.
2. A signal modification plan will now be required to implement FYA heads for the northbound and southbound movements at Olive Boulevard and Graeser Road. Ultimately, this work will require a MoDOT Permit.

It should be noted that any changes to the current site plan, dated February 5, 2026, may require updates to the parking study. If you should have any questions regarding the comments and suggestions listed above, please feel free to contact me at 636.812.4211 or dshane@hrgreen.com.

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Danielle Alexander <danielle@bommaritowines.com> Tue, Apr 14, 2026 at 11:19 AM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.
Danielle Alexander
Sent from my iPhone

Danielle Alexander *CSW, WSET2*
Sales Representative

2465 Centerline Industrial Drive, St. Louis, Missouri 63043
office 314-961-8996 | mobile 314-805-6195

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Robin Alton <ralton439@gmail.com> Sun, Apr 19, 2026 at 7:53 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Robin Alton
439 Ridgecorde Place
63141

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Robin Alton <ralton439@gmail.com> Fri, Apr 24, 2026 at 12:17 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood. As a resident off of Graser Road I would be greatly affected by the impact this would have on traffic. This is the wrong project for this site both in size and scope. The property value of homes closet to this proposed project would be detrimentally impacted. We want the right project that reflects the area and complies with the vision of

I urge you to deny the rezoning request.

Thank you.

Robin Alton

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Bill Arnold <waarnol@yahoo.com> Sat, May 2, 2026 at 10:06 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

In addition, I understand the need for redevelopment. I suggest and would like to be a part of a working committee to determine what redevelopment projects would be supported by those of us who live on Graeser Road.

Best regards,
Bill & Liz Arnold
719 Graeser Road

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Re: Letter of Opposition - Graeser Station Rezoning (Nos. 25-034 & 25-035) - April 13, 2026

1 message

Brett Berger <bergerbrett7@gmail.com> Mon, Apr 20, 2026 at 10:40 AM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>, Kellie Henke <khenke@crevecoeurmo.gov>

Hello Mr Mayor, Council and Staff,

Thanks again for your time last week.

Our committee continues to receive additional signatures for an online petition opposing the Graeser Station project. We have received another 42 signatures since our last submission to you that was included in our letter on April 13. We will continue to send you any newly listed names with comments weekly.

Please find and review the 42 newly added residents protesting Graeser Station and their applicable comments attached to this email.

Please include these weekly updates as part of the "comments from the public" in the packets and public records.

Thank you.

On Mon, Apr 13, 2026 at 9:23 AM Brett Berger <bergerbrett7@gmail.com> wrote:

> Dear Mayor Hoffman, Council Members, and City Staff,
>
> Please find attached a letter from Graeser Neighbors for Safety in opposition to the proposed Graeser Station rezoning, along with the following enclosures:
>
> 1. Approximately 95 signatures from neighboring households opposing the rezoning (many submitted with comments from neighbors)
> 2. Letter from Glenn D. Barks, President & CEO, First Community Credit Union, regarding traffic and parking concerns
>
> We note that the formal protest petition pursuant to Section 89.060 RSMo has already been submitted to the City Clerk and is part of the existing public record.
>
> We respectfully request that all materials be entered into the public record and packet agenda as a late addendum for today's meeting Apr 12, 2026 @ 7pm.
>
> Thank you for your time and consideration. We look forward to addressing Council tonight.

Respectfully,

Graeser Neighbors for Safety

Brett Berger — Winfield Pointe Lane
Beth Levy — Spoede Road
Mark & Mary Rothstein — Little Creek Road
Lynn Berry — Graeser Road
Zoë Lemcovitz — Graeser Road

http://graeserneighbors.org/

Online Protest signatures 4.pdf
83K

PETITION TO PROTEST: Graeser Station development zoning change 25-034 and 25-035: Applications for a Rezoning From "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District, Proposed for the property known by the address(es):11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road

Count	Timestamp	Name	Home Address (Optional)	Creve Coeur resident?	Comments
40	4/13/2026 12:21:57	Richard O'Neill	150 Brooktrail Court	Yes	This is not the right development for this location for numerous reasons which have been articulated by the residents of Creve Coeur. This proposed development should not be approved.
41	4/13/2026 13:11:58	Ali Mulry Babitz	5 Sona Lane	Yes	Please do not build.
42	4/13/2026 13:20:32	Aisha Bangert	832 Deaver Avenue	Yes	There's got to be a better solution
43	4/13/2026 13:22:16	Jonathan Bangert		Yes	
44	4/13/2026 13:39:26	Larry Christopher		Yes	This is ridiculous. A high-density project like this is unsupported by the existing zoning, will cause severe traffic issues (especially in addition to the re-do of the Bayer property), and would be one of at least six other apartment complexes all within a 1.5 mile radius.
45	4/13/2026 14:13:50	Manuela Keller-Bartelsmeyer	65 Colonial Hills Drive	Yes	I strongly oppose the density of this project (almost double the allowed maximum). This will impact adjacent single family homes and public schools.
46	4/13/2026 15:30:11	William Arnold	719 Graeser Road Creve Coeur, MO 63141	Yes	This is extremely troubling that the city is trying to push forward a planned mixed use community in a clearly defined residential neighborhood.
47	4/13/2026 15:32:45	Liz Arnold	719 Graeser Road	Yes	Will absolutely destroy single home values. Please no high rise development on Graeser!
48	4/13/2026 16:22:26	Rachel Fredette		Yes	The proposal doesn't meet the city standards, it exceeds the capacity limits, creating a large eyesore for the city and local residents (the massive retaining wall). I also worry about the additional traffic and potential accidents at an already busy intersection. Please have them developers resend a proposal following current guidelines.
49	4/13/2026 17:24:14	Sabine McDowell	578 Sarah Lane, 105	Yes	No such monstrosity is necessary in our neighborhood
50	4/13/2026 18:35:53	Cathy Rothstein		Yes	

PETITION TO PROTEST: Graeser Station development zoning change 25-034 and 25-035: Applications for a Rezoning From "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District, Proposed for the property known by the address(es):11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road

Count	Timestamp	Name	Home Address (Optional)	Creve Coeur resident?	Comments
51	4/13/2026 23:52:57	Lori Burkhardt-Lurk	1286 Weatherby Dr.	No	Just north of the Creve Coeur border and go thru the Graeser/Olive intersection everyday. The corner in question cannot support the proposed apartment complex. This area is already congested and busy and adding more cars and people will only make it worse and dangerous.
52	4/14/2026 8:18:57	Cindy Frank	9 Winfield Pointe Lane	Yes	
53	4/14/2026 8:43:59	JoAnn Sanditz	10937 Chalet Court	Yes	This project is much too large for our neighborhood. I live off Graeser.
54	4/14/2026 9:09:01	Judy Grand	9 Sherwyn Ln	Yes	I am opposed to this development
55	4/14/2026 9:13:21	Gloria Bilchik	10921 Chalet Court	Yes	The Graeser Station project violates several principles of the city's own standards for new developments—particularly its standards for density. For this and many other reasons, I ask the City Council to reject this project.
56	4/14/2026 9:13:57	Arthur Lieber	10921 Chalet Court	Yes	We can do better!
57	4/14/2026 9:55:57	Ann Cook	102 Graeser Acres St	No	We have a Creve Coeur zip code but are technically unincorporated. Graeser Acres, our Street is on the other side of Olive across from this development. We are behind Walgreens.
58	4/14/2026 9:59:23	Huifen Zhu		Yes	No high-rise on Graeser!
59	4/14/2026 10:10:34	Danielle Alexander		No	I live off of Old Olive. No need for MORE apartments. Traffic is already atrocious and we are running out of green space due to sheer greed.
60	4/14/2026 10:30:45	Mary Lou James	427 Graeser Rd.	Yes	No high rise apartment complex at the corner of Olive and Graeser. Why not try to attract a upscale restaurant (not a drive through fast food restaurant) for the development of the property?
61	4/14/2026 10:47:50	Cheryl Waldman	11012 Wellsley Court	No	too much traffic at intersection! (Olive/Graeser)

PETITION TO PROTEST: Graeser Station development zoning change 25-034 and 25-035: Applications for a Rezoning From "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District, Proposed for the property known by the address(es):11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road

Count	Timestamp	Name	Home Address (Optional)	Creve Coeur resident?	Comments
62	4/14/2026 11:22:25	Susan O'Neill	150 Brooktrail Ct.	Yes	I cannot imagine that something of this magnitude would even be considered much less pass as a result of the city leaders inept leadership. If they do, the ones who voted for this disaster should promptly be voted out of office at the next opportunity. The congestion and disruption that this will cause to the residents of Creve Coeur would be unforgivable. A passing vote would show the Boards total neglect and disregard for our community.
63	4/14/2026 11:24:50	Deborah Feit		Yes	This is absolutely the wrong project for Olive and Graeser! The speakers last night presented so many compelling reasons why. We can't wait for development on that parcel. But, we need something that enhances our Creve Coeur neighborhood, not degrades it! NO to Graeser Station! Thank you!
64	4/14/2026 11:38:47	Robert Feit	8 Pine Manor Drive	Yes	This Monstrous project at Graeser and Olive would be an "eye soar" for our community. I have lived off Graeser since 1980 in my first and only house. The area is a wonderful Suburban municipality which has already lost some of its charm as more construction and less green space has consumed the neighborhood. I understand that this is inevitable as society changes over the years, but there should be moderation in what is allowed in our community and not stuff in as much as you can for someone to make a profit. We are not a "downtown" structured community, but a close knit group of friends and neighbors who deeply care for the comfort, safety, and livability of our area.
65	4/14/2026 12:04:10	Sandra Hubert	915 Woodshire Ln	Yes	

PETITION TO PROTEST: Graeser Station development zoning change 25-034 and 25-035: Applications for a Rezoning From "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District, Proposed for the property known by the address(es):11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road

Count	Timestamp	Name	Home Address (Optional)	Creve Coeur resident?	Comments
66	4/14/2026 12:44:41	Marcia Broddon	10984 Chambray Ct	Yes	The city's traffic study shows there is already a problem with the left turn off Graeser rd , near failure. This would be disastrous for traffic going Westbound.
67	4/14/2026 12:46:13	Jun Yang	8 Winfield pointe lane	Yes	
68	4/14/2026 14:34:13	Melissa Weis		Yes	Bad plan for the current proposed location.
69	4/14/2026 17:02:36	Barry Goldenberg		Yes	
70	4/14/2026 17:32:00	Anna McDonald	Brooktrail Court	Yes	The Ladue schools cannot handle this type of development. Our property values will go down if the Ladue schools rankings decrease. We must remain one of the best districts. There is literally NO way the schools can function with this type of development, they are already maxed as is. I also believe the police and fire are not equipped to handle this type of development in the area. You can't allow a development of this without the proper infrastructure to the backbones of the community - school, police and fire.
71	4/14/2026 20:48:30	Katie Harbison	8 Alden ln	Yes	
72	4/15/2026 6:57:58	Louis P Salini	11071 Graeser Lane	Yes	This ultra high density project is not suitable for this area. Simple common sense should prevail and deny this project.
73	4/15/2026 11:11:08	Robin & Scott Alton	439 Ridgecorde Place	Yes	The Graeser Station Project is not the right fit for our community. We do not want or need a high-density apartment complex. This project would negatively impact our community in many ways. Not just the negative physical appearance of a complex of this scope in an area that is too small, but the effect on traffic, schools, waste, water, sewage and overall safety of residents.
74	4/15/2026 13:01:34	Gary Meyer	11076 Graeser Lane	Yes	From what I can find water retention and flooding of backyards south of this project have not been considered. What happened to the Family Focused Creve Coeur?

PETITION TO PROTEST: Graeser Station development zoning change 25-034 and 25-035: Applications for a Rezoning From "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District, Proposed for the property known by the address(es):11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road

Count	Timestamp	Name	Home Address (Optional)	Creve Coeur resident?	Comments
75	4/15/2026 15:44:30	WALLIS MARC	13 Chilton Lane	Yes	We oppose refining this property. The plan is not in the best interests of Creve Coeur citizens, does not follow the Master Plan, and would provide a dangerous precedent which could have a detrimental domino effect.
76	4/15/2026 18:13:32	Anna Fukunaga		Yes	
77	4/15/2026 21:11:09	Salim Chahin	111 S Graeser Rd	Yes	
78	4/16/2026 3:35:49	Manideep duttuluri	13 Sona Ln	Yes	I do not accept this conversion.
79	4/17/2026 8:22:35	Mark Huck		Yes	Against rezoning for this 147 unit project
80	4/17/2026 13:42:56	Julie McCollum	912 Woodshire Lane	Yes	
81	4/17/2026 16:11:15	Rahul Jaiswal		Yes	
82	4/17/2026 17:04:17	Greg basile	918 woodshire ln	Yes	Olive is already too congested
83	4/19/2026 10:51:44	Naftali Kadosh	751 Graeser Rd	Yes	OPPOSE

Mr. Mayor and Members of the City Council:

You hopefully read the letter I sent you quoting The Comprehensive Plan and the letter to the Mayor and Council from Graeser Neighbors for Safety. I ask you to consider the facts presented and our views of the development as well. I want to give you a different perspective tonight.

Thirty-eight years ago, my husband and I moved to our home on Graeser Road. It was a quiet neighborhood with lots of trees and houses were private and set back from the road. Just what we wanted! Traffic was light, considering it is a main connector road between Olive and Ladue, and we had only minor problems with cars speeding in off hours.

Our lot is such that we are able to plant wildflowers and grow our own food. As homes were torn down and replaced with larger houses, there are now more children in the neighborhood, riding their bicycles and scooters and even roller skating down the street while complying with the city's helmet regulations. We greet the babies in strollers and the children with their training wheels.

Right now, it is still very much a walking community with people enjoying the suburban views, some while talking with their earphones, and yards large enough to play ball and bar-b-que. Yet the community is small enough for us to say hello to the familiar neighbors as they walk by, some stopping to talk. We feel very safe, even after dark, and are grateful to be able to wave to our police as they drive by checking on us.

And Now – we are faced with a monstrous development called Graeser Station. We wonder – how will it affect us?

The very word Station implies a busy or active place, a hub of activity where people, vehicles, or services and shops are abundant. It seems urban, not suburban. If approved, it will add 147 families, not just 147 people to the neighborhood with accompanying cars, dogs, bicycles, scooters and noise. What will the corner of Graeser and Olive look like when it is already hard to turn onto Olive there? How far will it back up? When the people find out that Olive is too crowded, they will drive down our street instead to get to Ladue and beyond. That is a lot of cars, no matter what the traffic study says. Will those children be able to ride in the street anymore? Will the parents think that they will be safe?

Where are all of these people and their friends and family going to park? There are no assigned spaces in the apartment building. There is no street parking. They cannot park at the Credit Union because their cars will be towed. How on earth will they have their pool party? Not room enough for all those friends at the small pool anyway! Where will they congregate? The Plaza is not big enough for all of their friends, and it is too cold in the winter to meet out there.

There will be a lot of new people walking their dogs. Will they pick up after them? They do not know us, as they are only transient dwellers in our community. They won't care if they leave trash in our yards. And what do we know about them? Will we fear for our safety with all of these strangers going down our street? Will we need the police force to patrol more often?

We love our community. It is a great suburban Tree City. We do not want to live in an urban area with traffic, lots of people and added fear. Please vote no for this project.

Thank you for listening
Lynn Berry and Henry Clouse 626 Graeser Road, Creve Coeur, MO 63141

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Lynn Berry <lsberry@swbell.net> Sat, May 2, 2026 at 12:24 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members, I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood. I urge you to deny the rezoning request. Thank you.

Kellie Henke <khenke@crevecoeurmo.gov>

Graeser Station

1 message

Karen Birk <Karen@birkdental.com> Mon, Apr 27, 2026 at 8:40 AM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>

Hello,

I am writing in regards to my **opposition** to the Graeser Station 147-Unit, 4 Story Apartment Development.

My husband and I have lived in Creve Coeur for 4 years now, in the Westwood neighborhood, directly off of Graeser. We moved here when our first son was 1.5 years old. Since then we have had two more children. Our son's attend(ed) Goddard school on Olive Blvd. There were many reasons we wanted to live in Creve Coeur, a lot of them stemmed from the strict rules and regulations regarding development.

This Graeser station development completely violates the established rules. This is incredibly disappointing.

We've lived in areas with apartment buildings nearby. This is undesirable. We moved here intending to grow our family and for this to be our "forever home". Hearing about potential changes to the neighborhood we've loved, changes that will completely alter its future, is very upsetting. Creve Coeur has not allowed apartments previously and they shouldn't be allowed now.

The result of increased traffic on Graeser and Olive is unacceptable. We have children in our car every day driving the entire length of Graeser to Olive and then try to turn left onto Olive to drop off at The Goddard School. This is worrisome for their safety.

We fear the Ladue School District will go downhill from this as well. They cannot handle more students. Ladue School is special because of its taxes and size.

Lastly, my husband and I are small business owners in Creve Coeur. Last year, we completed an internal build out for our Dental Practice. During that process, we had to abide by extensive guidelines. There were no exceptions made. And no exceptions should be made for this Graeser Station development either.

Please vote against this development.

Sincerely,

Karen Birk | Office Manager
Birk Dental
O: 314-434-7300
C: 314-288-6465

Kellie Henke <khenke@crevecoeurmo.gov>

[Mayor-Council] East Olive Comprehensive Plan

1 message

'Neal Breitweiser' via Mayor Council <mayor-council@crevecoeurmo.gov> Wed, Apr 15, 2026 at 9:03 PM
Reply-To: Neal Breitweiser <neal.breitweiser@icloud.com>
To: Mayor-council@crevecoeurmo.gov

Greetings:
Writing you today from the East Olive corridor in the Olive Crest subdivision first edition

It is my understanding that the East Olive comprehensive plan is being reviewed once more. I thought a little of the history might help you understand how we got here, as none of you currently holding office were present when the original comprehensive plan was designed.
First and foremost , the final version of the comprehensive plan was Icreated with 100% input from Ward One residents .Staff and some council members attempted to interject their own agenda into the plan directly (without public input) which was subsequently exposed when an illegal email correspondence was found in a freedom of information request. The exposure of the email during public meetings, resulted in the council member that sent the email to not run for reelection and the dispensing of their campaign. Though it may not be pleasant. Those are the facts. I mentioned this because there has been a repeated attempt over the years for staff and certain particular members of the council to attempt to circumvent the citizens and recreate the East Olive comprehensive plan without the proper notification of the residents , (who are being impacted by any potential changes).

Bringing us back to today for a moment, to my knowledge not the Mayor or any member of the current Council have ever participated in such an attempt to subvert the residents . I'm merely pointing out that it happened in the past ,and it's a matter of record, all the people that were involved during that time have since term limited out of office or chose not to run. Unfortunately, our subdivision had to hire a Land use attorney to represent us. George Weber joined with our subdivision to fight for our rights to exist in Creve Coeur. The original comprehensive plan that was made without public input. Let's call it "The draft" included the elimination of Deaver lane,Sona Lane and Larkin Lane as well as Weber Chevrolet. I was assured by the city clerk "don't worry, Neal your subdivision won't be wiped out right away"

I certainly hope and expect the Mayor and the Council will perform their duties above board and to include the residents not just certain staff members who do have an agenda, (absolutely my opinion).
It was a long and arduous project helping to create the current comprehensive plan in the East Olive corridor. One of the overwhelming tenants is that it remain primarily single-family dwellings and limited small special use permitted businesses to operate in the homes along the East Olive corridor ;that already had existed, in my opinion I think it's worked out well. Please preserve our right to exist in the most wonderful City in the world.

Thank you,

Best regards ,

Neal

Neal Breitweiser
847 Deaver lane
East Olive residential corridor
Creve Coeur Mo 63141
314 805 6020
Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Mark Bronson <mbronson@newmanbronson.com> Tue, Apr 14, 2026 at 11:00 AM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>
Cc: "suebronson@yahoo.com" <suebronson@yahoo.com>

Dear Mayor and City Council Members,

We have been a residents of Creve Coeur living off Graeser Road for almost 50 years, and we strongly oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

We do not understand why a project that is clearly in violation of existing zoning laws and the Comprehensive Plan (which is the product of extensive community input, discussion and effort to preserve our neighborhood and quality/enjoyment of life) is allowed to progress to this point. We would expect that City personnel responsible for reviewing such projects learned from the previous failed attempts, that the residents oppose such projects because they will destroy our existing neighborhood. This is the type of project that belongs in the Monsanto development, not in our neighborhood. It should have been dead on arrival when first presented to the City officials. We do not understand why the involved City officials seem anxious to pursue approval of this and similar past projects. Hopefully, in the future they will follow the existing rules and avoid the trauma inflicted on the community by fostering such projects.

We urge you to deny the rezoning request.

Thank you.

Mark & Susan Bronson

14 W. Windrush Creek

Creve Coeur, MO 63141

mbronson@newmanbronson.com

suebronson@yahoo.com

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Lori Burkhardt <musicat320@gmail.com> Mon, Apr 13, 2026 at 11:53 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of St Louis County, just north of the Creve Coeur border, and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

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****
Lori A Burkhardt-Lurk
musicat320@gmail.com
www.LoriBurkhardt.com
www.facebook.com/LoriBurkhardt
=^..^= ><LL*>
****

Kellie Henke <khenke@crevecoeurmo.gov>

[Mayor-Council] Olive and Graeser property

1 message

Claire Chosid <claire@chosid.us> Wed, May 6, 2026 at 8:40 PM
To: mayor-council@crevecoeurmo.gov
Cc: Kris Simpson <ksimpson@crevecoeurmo.gov>

Greetings, all!

My name is Claire Chosid. When I was born, almost 71 years ago, my parents built a house in Beacon Hill Lane. I lived there until I got married. I went to school at what is now City Hall. At times, one of my friends Dad took us to school in his helicopter. It landed on the back playground, the old police station. Our tailor, Abe Gersten, had a shop where Drury Inn now stands. Small farms dotted Emerson Road. My siblings and I rode our bikes to Creve Coeur Plaza, one of t places close to our house, to get candy at Ben Franklin. We watched as highway 270 was built. We saw bison roam the streets when they broke out of the property at Ladue and Ballas. My Mom bought produce at Mrs. Farons, where Carlyle condos now stand. Trader Joes used to be Dierbergs. Essen hardware, on Olive, had just about everything you wanted. Strip shops were all down Olive. We got our first hamster at Pledge's Pets, across the shuttered shops at Olive and Graeser.

I have lived at my home on Conway Road for 33 years. The year after we moved in we found out the interior was a log cabin. My history with Creve Coeur continues…I joined the HEB Commission, staying for about 18 years. I have since moved to Parks & Historic Preservation. I have been volunteer lead for the gardens at Millennium Park for 16 years. I have been named Citizen of the Year once and Volunteer Group of the Year once. I raised my kids here. I have watched old, sad looking ranch houses replaced by McMansions. I have hoped something modern could be done with Creve Coeur Plaza. It's old and patched together. Something should happen there. But the property everyone is talking about is decrepit. Vacant storefronts. Over 100 citizens complaining they don't want the new plan. But none of them have come up with a plan. I have watched Creve Coeur change. Become more modern. I hold strong to my log cabin house, but this project needs to happen. And you all hold the key to making that happen. Vote for progress, Vote for modern. Keep Creve Coeur moving forward.

Thanks for your time,

Claire Chosid
314-479-3156
12410 Conway Road, Ward 2

Volunteer lead, the gardens at Millennium Park
Member PHP
Citizen of the Year 2011
Team Tappmeyer Volunteer Group of the Year 2019

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Brian Chostner <brian.chostner@gmail.com> Sat, Apr 25, 2026 at 4:44 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood. I live 1/4 mile from it

I urge you to deny the rezoning request.

Thank you.

From:	JIM CORNELISON on behalf of JIM CORNELISON <jecornelison@hotmail.com>
To:	rhoffman@crevecoeurmo.gov; dspence@crevecoeurmo.gov; mmanlin@crevecoeurmo.gov; knorwood@crevecoeurmo.gov; ngreer@crevecoeurmo.gov; dnewman@crevecoeurmo.gov; dhoffman@crevecoeurmo.gov; ssaunders@crevecoeurmo.gov; mberry@crevecoeurmo.gov; jjaggi@crevecoeurmo.gov; bmoore@crevecoeurmo.gov
Subject:	Opposition to Graeser Station Rezoning — Resident Comment
Date:	Saturday, May 2, 2026 12:40:24 PM

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Kellie Henke <khenke@crevecoeurmo.gov>

Re: Greaser Statoion

1 message

David Hoffman <dhoffman@crevecoeurmo.gov> Tue, Apr 14, 2026 at 9:36 AM
To: rsdarrow@icloud.com
Cc: Kellie Henke <khenke@crevecoeurmo.gov>, Kris Simpson <ksimpson@crevecoeurmo.gov>

Thanks for your feedback on this matter, Rick.

Sincerely,
David

On Tue, Apr 14, 2026 at 09:14 <rsdarrow@icloud.com> wrote:

> David,
> I want to let you know that I am in favor of this project for the betterment of all of Creve Ceour and encourage you to vote FOR the development.
> Rick Darrow

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

steve ding <steve.x.ding@gmail.com> Sun, May 3, 2026 at 2:34 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear officers,

I am a resident of Creve Coeur, I want to let you know I oppose to Graeser station rezoning.

Thanks for listening and have a nice day.

Xiaojun Ding

Kellie Henke <khenke@crevecoeurmo.gov>

Rejection Request from Owner at 848 Mary Meadows Ln - THE GRAESER STATION Site Plan, App #25-034 / #25-035

1 message

zhihaidong <zhihaidong@gmail.com> Thu, May 7, 2026 at 9:38 AM
To: ksimpson@crevecoeurmo.gov, khenke@crevecoeurmo.gov
Cc: Brett Berger <bergerbrett7@gmail.com>, levybk@swbell.net, mary_rothstein@sbcglobal.net, lsberry@swbell.net, bo_shi@yahoo.com, zaz3@sbcglobal.net

Good morning Kris and Kellie,

Would you please forward our attached letter to the City Council Members, the City Zoning and Planning Division, and all other relevant officials?

Could you please reply to me to confirm you received this email?

Thanks for help

Have a great day.

Gordon Dong and Christine Li

The owner at 848 Mary Meadows.

Rejection_Request_848_Mary_Meadows_Ln.pdf
1409K

Rejection Request from Owner at 848 Mary Meadows Ln

May 7, 2026

To: City Council Members, the City Zoning and Planning Division, and All Other Relevant Officials

We are writing to formally object to THE GRAESER STATION Site Plan, Application #25-034 / #25-035.

As an adjacent property owner, we believe this proposed plan creates serious issues for the surrounding neighborhood and nearby residents. We strongly oppose the plan, especially the proposed dumpster location, which is absolutely unacceptable.

The plan places two heavy-duty commercial dumpsters directly beside our house and patio, on top of a retaining wall at a location 20 feet higher than our home. This creates a direct hazard to our property and family. Strong winds may blow trash, food waste, and containers toward our home and patio. Rotten meat, food waste, and restaurant garbage may create strong odors and air pollution affecting our patio and our house. The dumpsters may also attract pests, rodents, insects, and other animals. In severe weather, including tornado conditions, there is also a potential hazard of dumpsters rolling downhill toward the house.

Currently, there is only one light-duty dumpster located in the backyard and close to its existing building. That dumpster supports a small Thai café. There is also an approximately 30-foot-wide and 20-foot-tall dense shrub buffer between the existing light-duty dumpster and our house, which provides a natural barrier.

The new proposal is completely different. It removes the entire shrub buffer and replaces the current one light-duty dumpster with two heavy-duty commercial dumpsters serving a large, busy 100-seat restaurant. The plan also builds a new retaining wall and places the dumpsters at the edge of the upper level of that wall, making the dumpsters close to our home and sit directly above our heads. This changes the situation from a minor existing condition into a real and direct health, safety, odor, pest, and nuisance hazard.

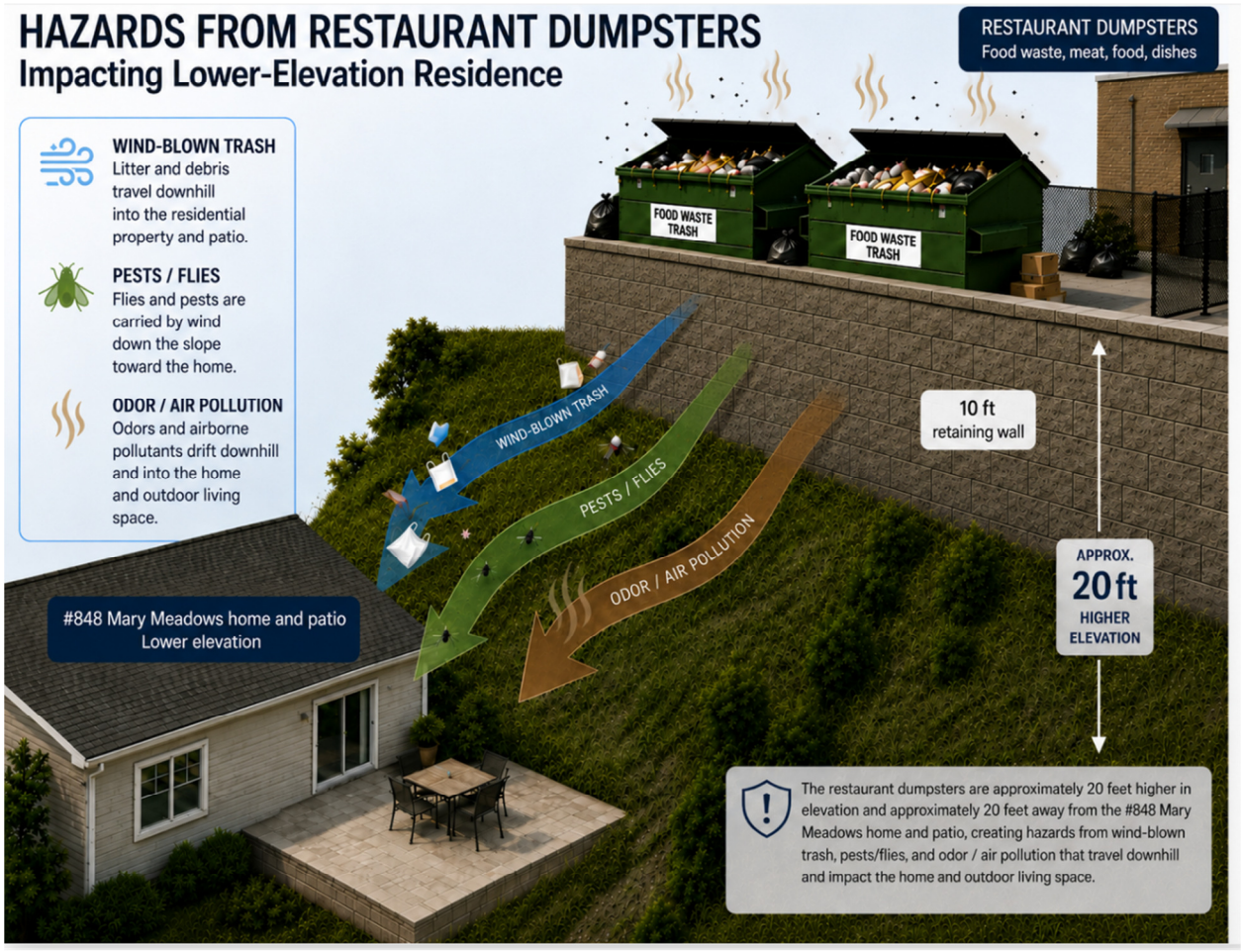
There appear to be multiple other suitable locations for the dumpsters, as shown in the submitted sketch. The owner will not lose any parking spaces if the dumpster area is properly moved to any one of these locations and the parking layout is adjusted. All they need to do is simply swap the dumpster space with the same number of affected parking spaces. The developer's position that they are "not comfortable" relocating the dumpsters is absolutely not an acceptable explanation.

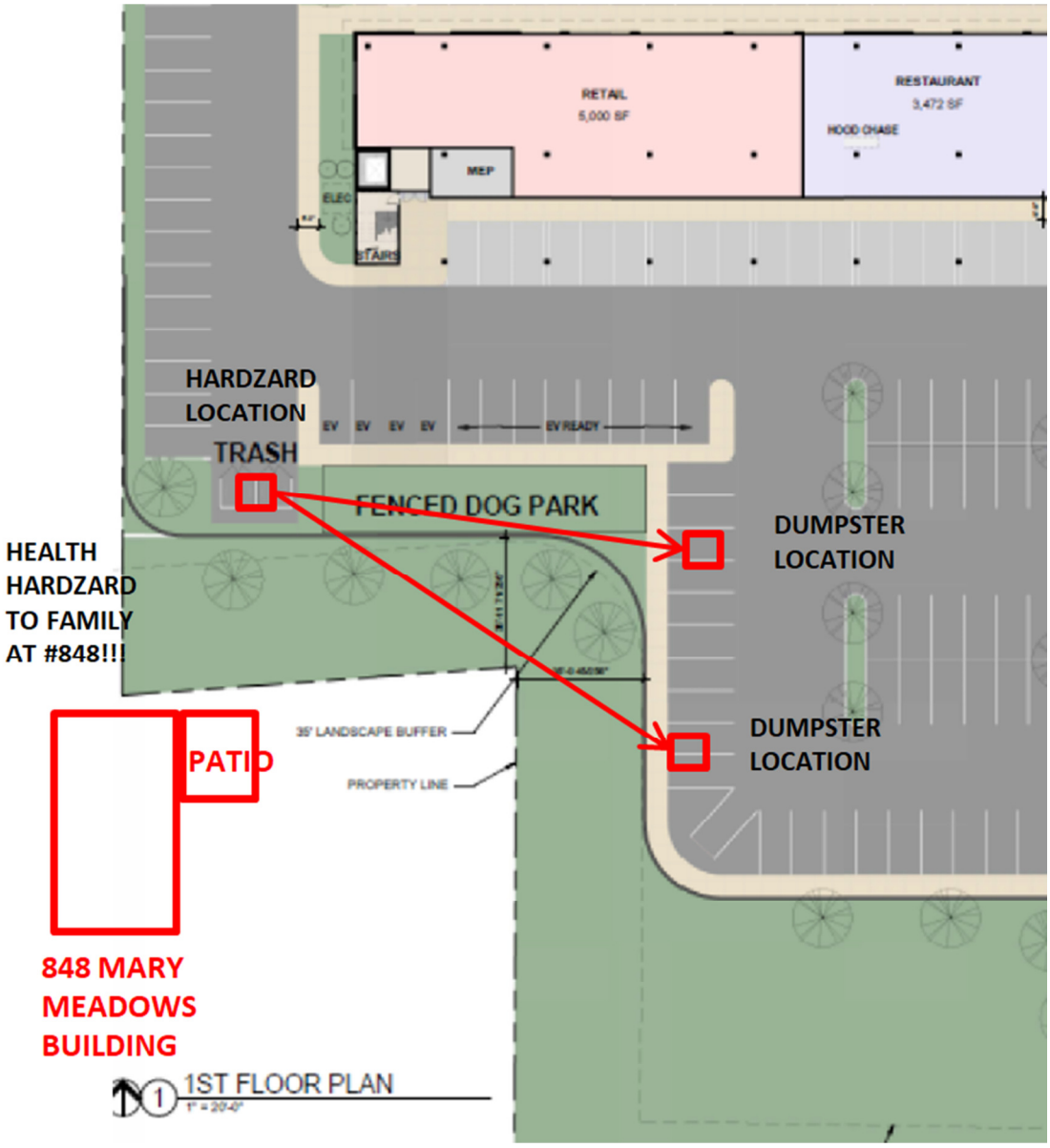
If the developer insists on keeping the dumpsters in this currently proposed location, we may have no choice but to pursue all available legal remedies, including a court case in St. Louis County Circuit Court. We do not want to be forced in the future to contact the Health Department or other authorities because of injuries, pollution, odors, pests, or other hazards caused by these dumpsters. We also do not want this situation to result in future reimbursement, compensation, or liability claims related to health, safety, nuisance, or property damage.

For these reasons, we respectfully request that the City Council reject this proposal, or at least reject the currently proposed dumpster location, and require the developer to relocate the dumpsters to a safer and more appropriate area away from our home and patio.

Sincerely,

Gordon Dong and Christine Li
Owners of 848 Mary Meadows Ln
Phone: 314-494-1736
Email: zhihaidong@gmail.com




RETAIL
5,000 SF
RESTAURANT
3,472 SF
HOOD CHASE
MEP
ELEC
STAIRS
HARDZARD
LOCATION
TRASH
EV EV EV EV
EV READY
FENCED DOG PARK
DUMPSTER
LOCATION
HEALTH
HARDZARD
TO FAMILY
AT #848!!!
35' LANDSCAPE BUFFER
PROPERTY LINE
PATIO
DUMPSTER
LOCATION
848 MARY
MEADOWS
BUILDING
1ST FLOOR PLAN

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Amy Feder <amyfeder@yahoo.com> Sat, May 2, 2026 at 8:48 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Amy Feder Alper

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Debi Feit <debifeit@gmail.com> Tue, Apr 14, 2026 at 11:29 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I strongly urge you to deny the rezoning request. It is the wrong project for this location. I look forward to a development, which enhances Creve Coeur and our neighborhood. Graeser Station degrades this area!

Thank you.
Deborah Feit

Sent from my iPad

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

robert feit <feitman1@gmail.com> Tue, Apr 14, 2026 at 12:22 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

I have lived off Graeser since 1980 in my first and only home. I chose the area because it was very suburban, centrally located for the St. louis area, and the school system was and still is top tier. At that time, the intersection of Graeser and Olive had Monsanto Credit Union which had moved into a previous restaurant site, the recently torn down shopping strip which had many family orientated stores, and beautiful green space with North Graeser having a park which have now been turned into nice family homes of Martin Grove and Winfield Point.

Graeser Station as I see it, will be a Grotesque eyesore structure which will have absolutely NO beneficial or advantageous worth for our neighbors and neighborhood. It will cause excessive traffic, parking problems with overflow parked cars in the adjoining subdivisions, random people walking around our streets because besides the Appartment swimming pool in summer, where are they to go to get out of the house. They have no back yard or neighbors to walk over and chat with. I would be shocked if the number of auto accidents and unfortunate pedestrian injury and deaths do not increase area because of this project. I hope your conscience makes the correct and only obvious decision with your important vote next month.

Thank you.

Robert Feit

Sent from my iPad

From:	Sara Freer on behalf of Sara Freer <sararn_04@hotmail.com>
To:	rhoffman@crevecoeurmo.gov; dspence@crevecoeurmo.gov; mmanlin@crevecoeurmo.gov; knorwood@crevecoeurmo.gov; ngreer@crevecoeurmo.gov; dnewman@crevecoeurmo.gov; dhoffman@crevecoeurmo.gov; ssaunders@crevecoeurmo.gov; mberry@crevecoeurmo.gov; jjaggi@crevecoeurmo.gov; bmoore@crevecoeurmo.gov
Subject:	Opposition to Graeser Station Rezoning — Resident Comment
Date:	Monday, April 13, 2026 7:42:15 AM

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Sara Freer
20 Colonial Hills Parkway
Creve Coeur, MO 63141

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning - Resident Comment

1 message

bsgold@earthlink.net <bsgold@earthlink.net> Sat, Apr 18, 2026 at 6:38 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

YOU ARE RUINING CREVE COEUR!!!

I have lived in Creve Coeur off and on for about 30 years. It was a beautiful city with traffic that was manageable and all sorts of green areas.

I don't know what happens to people once they get into politics, but you are all showing a lack of respect for the population of this city..especially in this area. For as tough as Creve Coeur is in obtaining permits for home improvements, how did you allow the ugliest subdivision in west county to be built at Ballas and Ladue. What are you thinking.

Take a look at what you are proposing for Graeser..Does this even look like it should be in this area? No..it doesn't!! Between this proposal and what is being built a Monsanto, this area is being transformed into the new Manchester Road with all its problems and traffic. There is not way you can reasonably defend this plan. I think that once you're elected to the Board, you forfeit common sense for power. This is an absolute travesty to the beautiful city we had. You are giving in to developers who have paid for favorable numbers to show you. It is ridiculous.

The next area for development will be by Starbucks with another big development proposed.

Do the right thing. Don't be a pawn.

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Barry Goldenberg

From:	Bari Golub on behalf of Bari Golub <barigolubmd@hotmail.com>
To:	rhoffman@crevecoeurmo.gov; dspence@crevecoeurmo.gov; mmanlin@crevecoeurmo.gov; knorwood@crevecoeurmo.gov; ngreer@crevecoeurmo.gov; dnewman@crevecoeurmo.gov; dhoffman@crevecoeurmo.gov; ssaunders@crevecoeurmo.gov; mberry@crevecoeurmo.gov; jjaggi@crevecoeurmo.gov; bmoore@crevecoeurmo.gov
Subject:	Opposition to Graeser Station Rezoning — Resident Comment
Date:	Tuesday, May 5, 2026 4:13:52 PM

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Sent from my iPhone

8 Pages

(No Subject)

From: a27harley@aol.com (a27harley@aol.com)

To: a27harley@aol.com

Date: Wednesday, April 22, 2026 at 11:33 AM CDT

Mr. Mayor, Councilmen and Planning and Zoning,

Why would we consider, for Garrison Companies or any other developer, a chapter 353 tax abatement for the property at the corner of Graeser and Olive when according to Missouri Department of Natural Resources any remediation and necessary testing from the previous dry cleaner was deemed completed on July 1st, 2025? At the City Council meeting on April 13, 2026, no one said this property was ever officially "blighted".

It also concerns me that according to Garrison Companies' website, they already have their timeline for completion and tax abatement lined up before the project has been approved by The Council or P&Z. Was preliminary approval already given by someone? I know from experience once "preliminary approval" is given, it is nearly impossible to stop a project due to legal implications.

This property is prime real estate on the main corridor through Creve Coeur. Why is Jason Jaggi trying to push Graeser Station through The City's approval process when the property clearly goes against the Comprehensive Master Plan, that he helped create, in many ways. The reason a master plan is created is to prevent chaos when outside elements or out of town developers try to disrupt OUR CITY'S harmony. Creve Coeur's future should be determined by the taxpayers who live here and not by people or developers trying to make a quick buck.

Ground is a limited resource that cannot be replaced. Let's use Our Cities resources responsibly!

Sincerely,

Kelly S. Hackmann
529 Graeser Road
Creve Coeur, MO 63141

(913) 257-3416 office@garrisoncompanies.com

GARRISON COMPANIES

GRAESER STATION

Graeser Station is a proposed mixed-use development consisting of luxury, market-rate, existing out of 147 rental units and 8,357 square feet of retail space to be located at the SWC of Olive Blvd and Graeser Road, Creve Coeur, MO, numbered as 11004-11056 W. Olive Blvd and 825-827 Graeser Road. It will involve the razing of an old strip center currently on site.

Creve Coeur is a prosperous and active mid-county suburb of St. Louis with excellent schools, shops, offices, and restaurants. Just 6 blocks to the west is the City Place mixed-use development. A few blocks further is the I-270 interchange, which provides ease of travel by car around the metro area and to all major employment centers.

The L-shaped building will have tuck-under parking, a pool in the SW corner of the site with festoon lighting, shade sails, a fire pit, a turfed area for yoga/exercise, an outdoor kitchen, and a hot tub for its residents. A glass-enclosed fitness room and a community room will be in one of the buildings on the ground floor, adjacent to the leasing office. There will also be a bike storage/bike-washing area, a pet-washing area, and storage spaces for the renters.

The nature and timing of the entitlements required are as follows: 2 months to get Conceptual Plan approval, 4 months for Preliminary Development Plan approval, and 5 months to get the public assistance required for the project.

The units will have balconies/patios, high-end appliances, 9–10-foot ceilings, in-unit washer/dryers, ceiling fans, and central heat/air conditioning. The construction will be of high quality and complement the surrounding neighborhood.

Project costs will total approximately 48.6 million dollars, consisting of equity generated from the sponsor and the LP, a permanent/construction loan, 353 tax abatement, and sales tax waivers with a CID and TDD from the City of Creve Coeur.

Steadfast City has been retained to assist the developer in acquiring the necessary assistance for the project. The site is blighted with environmental issues from a former dry-cleaning operation, difficult site elevations, and a strip center with 90% vacancy. The developer will demonstrate the need for tax abatement, CID, and TDD assistance, not unlike the Olio Village in Creve Coeur, which was another infill site craving redevelopment that received the same assistance.

The project developer is Garrison L. Hassenflu. Mr. Hassenflu is the Sole Member of Garrison Community Development, LLC, the development entity. Mr. Hassenflu is also the Sole Member of Garrison Community Management, LLC, the property's property manager. These companies and other affiliated companies comprise the umbrella entity, Garrison Companies (www.garrisoncompanies.com). Mr. Hassenflu has over twenty-five years of experience in development, having developed over $140,000,000 in affordable and mixed-income living units totaling over 1400 units in 6 states. Currently, he has a portfolio of 350 units, having sold 90% of his projects, and has 350 units under construction (or soon to be under construction) for luxury market rate living in his hometown of Kansas City. His work has received national acclaim from the National Housing and Rehab Association.

The project will be constructed by Raineri Construction, St Louis, and designed by HDA Architects, St. Louis.

We expect a June 15, 2026 construction start with a January 15, 2028 completion. We anticipate an absorption of 25 units per month, which is comparable to other area sub-market lease-ups

11004 Olive Blvd. - Certificate of Completion

From: Washburn, Mike (mike.washburn@dnr.mo.gov)

To: a27harley@aol.com

Date: Wednesday, April 22, 2026 at 08:59 AM CDT

Kelly,

Attached is the Cert. of Completion for the site we called "Creve Coeur Cleaners".

If you need anything else, just let me know.

Thanks.

Mike Washburn
Environmental Specialist
Brownfields/Voluntary Cleanup Section
MoDNR/Environmental Remediation Program
(573) 526-8918 | dnr.mo.gov

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Please take a few minutes to complete our Customer Satisfaction Survey. Thank you.

Creve Coeur Cleaners COC - Final.pdf
142.1 kB

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Mike Kehoe
Governor

Kurt U. Schaefer
Director

July 1, 2025

Mark Long
Gershman Commercial Real Estate
150 N. Meramec Avenue, Suite #500
St. Louis, MO 63105

RE: Certificate of Completion
Creve Coeur Cleaners (former), 11004 Olive Blvd., St. Louis, Missouri

Dear Mark Long:

Please find enclosed your Certificate of Completion for the Creve Coeur Cleaners (former) site. To complete the process, please file the letter in the property chain of title at the office of the St. Louis County Recorder of Deeds and return a certified copy as-filed to my attention. Filing fees may be charged by the Recorder of Deeds' office.

Any funds remaining pertaining to this site will be refunded by the department after we receive the as-filed copy. If no credit balance remains, you will receive at least one more quarterly billing statement for the site.

Thank you for participating in the Brownfields/Voluntary Cleanup Program, and congratulations on the completion of this project.

Sincerely,

ENVIRONMENTAL REMEDIATION PROGRAM

Audrey Wilson
Environmental Program Assistant
Brownfields/Voluntary Cleanup Section

AW:cr

Enclosure

MISSOURI
DEPARTMENT OF
NATURAL RESOURCES

Mike Kehoe
Governor

Kurt U. Schaefer
Director

July 1, 2025

FEDERAL EXPRESS #: 8186-8865-5700

Mark Long
Gershman Commercial Real Estate
150 N. Meramec Avenue, Suite #500
St. Louis, MO 63105

RE: Certificate of Completion
Creve Coeur Cleaners (former), 11004 Olive Blvd., St. Louis, Missouri

Dear Mark Long:

The Missouri Department of Natural Resources' Brownfields/Voluntary Cleanup Program (BVCP) has reviewed the report titled First Additional Site Characterization dated March 2025, for the Creve Coeur Cleaners (former) site, located at 11004 Olive Blvd., St. Louis, Missouri, and more particularly described as follows:

A tract partly in U.S. survey 1962 and partly in Section 2, Township 45 North Range 5 East described as follows: Beginning at the intersection of the South line of Olive Street Road and the West line of Graeser Road; thence South along the West line of Graeser 212.35 feet to the North line of a 10 foot strip conveyed to Carl L. Graeser and wife by deed recorded in Book 2501 page 442; thence North in a straight line 110 feet to a point 11.70 feet East of the West line of property conveyed to Joseph Henty and wife by deed recorded in Book 5095 page 489; thence continuing North in a straight line and parallel with the west line of said Henty property and 11.70 feet East thereof to a point in the South line of Olive Street Road 203.92 feet more or less to the point of beginning, EXCEPTING THEREFROM that part conveyed to the State of Missouri by deed recorded in Book 5480 page 316.

This letter is to certify that, based upon these and other submittals provided, the department has determined that the site is safe for all reasonably anticipated land use.

The site had concerns regarding soil and groundwater contamination related to past operations as a dry cleaner. Monitoring wells were installed, and soil samples were done to evaluate potential areas of impact. Initial data indicated solvent contamination was present at levels above default target levels, for soil, water, and vapor. Three additional monitoring events were done to assess contaminant plume stability and once stability was demonstrated the wells were closed. Soil contamination was also delineated and required no further testing, after both met Missouri's risk-based target levels (RBTLs) for residential use. Vapor collection points were requested,

based target levels (RBTLs) for residential use. Vapor collection points were requested, specifically for tetrachloroethylene (PCE), as it previously exceeded the residential RBTL. Soil vapor sampling then concluded that no Volatile Organic Compounds (VOCs) were found to be above residential RBTLs, based on MDNR's 2006 MRBCA Technical Guidance document for regulatory indoor soil vapor target levels and a full risk assessment was done.

No Further Action Determination

No remedial action was necessary to address risks at the site to levels acceptable for unrestricted use of the property.

Future Considerations

Should future monitoring or other investigations at or near the subject site find additional chemicals of concern not identified or addressed during the investigations and risk management activities referred to in this letter, the department can require additional investigation and risk management in the future.

The department will maintain paper and database records related to the site. Complete files concerning the investigation and remediation of this site are maintained at the offices of the Missouri Department of Natural Resources, Environmental Remediation Program, 1730 East Elm Street, Jefferson City, Missouri 65101.

Congratulations on the completion of this project and thank you for your efforts to address this site. If you have any questions, please contact Audrey Wilson by telephone at (573) 526-8913 or in writing at Environmental Remediation Program, P.O. Box 176, Jefferson City, Missouri 65102-0176.

Sincerely,

ENVIRONMENTAL REMEDIATION PROGRAM

Scott Huckstep, Chief
Brownfields/Voluntary Cleanup Section

SH:cr

IN WITNESS WHEREOF, the Missouri Department of Natural Resources has caused this agreement to be executed on this 15 day of July, 2025.

Signed in the presence of the Missouri Department of Natural Resources subscribed and sworn to.

MISSOURI DEPARTMENT OF NATURAL RESOURCES

Scott Huckstep

Name: Scott Huckstep
Title: Chief, Brownfields/Voluntary Cleanup Section, Environmental Remediation Program

STATE OF MISSOURI)
)
COUNTY OF COLE)

On this 15 day of July, 2025 before me personally appeared Scott Huckstep, to me personally known, who, being by me duly sworn, did say that he is Section Chief of the Brownfields/Voluntary Cleanup Program of the Missouri Department of Natural Resources, a state agency, and that said instrument was signed on behalf of the Missouri Department of Natural Resources by authority of its Director; and said Scott Huckstep acknowledged said instrument to be the free act and deed of the Missouri Department of Natural Resources.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

Debra D. Dobson

Notary Public

DEBRA D. DOBSON
NOTARY PUBLIC
NOTARY SEAL
COMMISSION #14642864
MY COMMISSION EXPIRES 5/25/2026
MORGAN COUNTY
STATE OF MISSOURI

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Joyce Heiman <joyce.heiman@gmail.com> Mon, May 4, 2026 at 3:38 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

John Heiman

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Joyce Heiman <joyce.heiman@gmail.com> Mon, May 4, 2026 at 3:23 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Joyce Heiman

Kellie Henke <khenke@crevecoeurmo.gov>

Olive & Graeser Road comment

1 message

Helene Herwitz <heleneh@sbcglobal.net> Thu, Apr 23, 2026 at 10:10 AM
To: Robert Hoffman <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, Mark Manlin <mmanlin@crevecoeurmo.gov>, Kimberly Norwood <knorwood@crevecoeurmo.gov>, Nicole Greer <ngreer@crevecoeurmo.gov>, Drew Newman <dnewman@crevecoeurmo.gov>, David Hoffman <dhoffman@crevecoeurmo.gov>, Scott Saunders <ssaunders@crevecoeurmo.gov>, Mara Berry <mberry@crevecoeurmo.gov>, "ksimpson@crevecoeurmo.gov" <ksimpson@crevecoeurmo.gov>

Good Morning.
I have lived most of my adult life in the Creve Coeur area moving to Country Fair Acres in July of 1990. I happened to drive down Graeser the other day and was dismayed to see numerous yard signs with the message "No High Rise on Graeser". The Olive corridor has been my "go to" area for years for groceries, gas, oil changes, banking, restaurants, etc.....

The area that is at Graeser and Olive has been an EYESORE and an EMBARASSMENT for years in it's neglectful state. If memory serves me, the residents on Graeser have successfully blocked development of gas station and a hotel. Now they are against a 4 or 5 story apartment complex??? This is ridiculous.

That same property housed Krummenacher Pharmacy, Wayne's Barber Shop, Pumpernickel's Deli, Salon Elysium, Thia Nivas Cafe, just to name a few. This area is already zoned for commerical businesses, so it makes no sense to me that residents living on Graeser are so opposed to new commercial business in that very same parcel of land. I cannot imagine traffic being that different from the traffic that all the businesses in that same strip center used to amass.

I assume that the only citizens coming to council meetings and voicing their concerns are the ones living on Graeser. I think it's time for the city council to do what they were elected to do and greenlight this development for the betterment of our city.
I know I'm tired of this parcel of land making Creve Coeur look so pathetic.

Best Regards,
Helene Herwitz
35 Country Fair Lane
Creve Coeur, MO. 63141
ph 314-991-9647
cell 314-920-0233
heleneh@sbcglobal.net

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Leslie Hodges <prewittl@icloud.com> Sat, May 2, 2026 at 9:00 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Leslie Hodges
Work: (314) 719-1553
Cell: (314) 369-5162

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Mark Huck <mfhuck1@gmail.com> Fri, Apr 17, 2026 at 9:34 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

We are residents of Creve Coeur and we oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan by over 60% and is not compatible with the surrounding neighborhood. We are also concerned the additional traffic will make a bad situation worse. We live on Woodshire Lane and as it is now, it is very difficult to make a left hand turn from our lane.

We would love to see this corner active again and get rid of the eyesore, but this is simply not the right project for the site.

We urge you to deny the rezoning request.

Respectfully,
Mark and Susie Huck

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

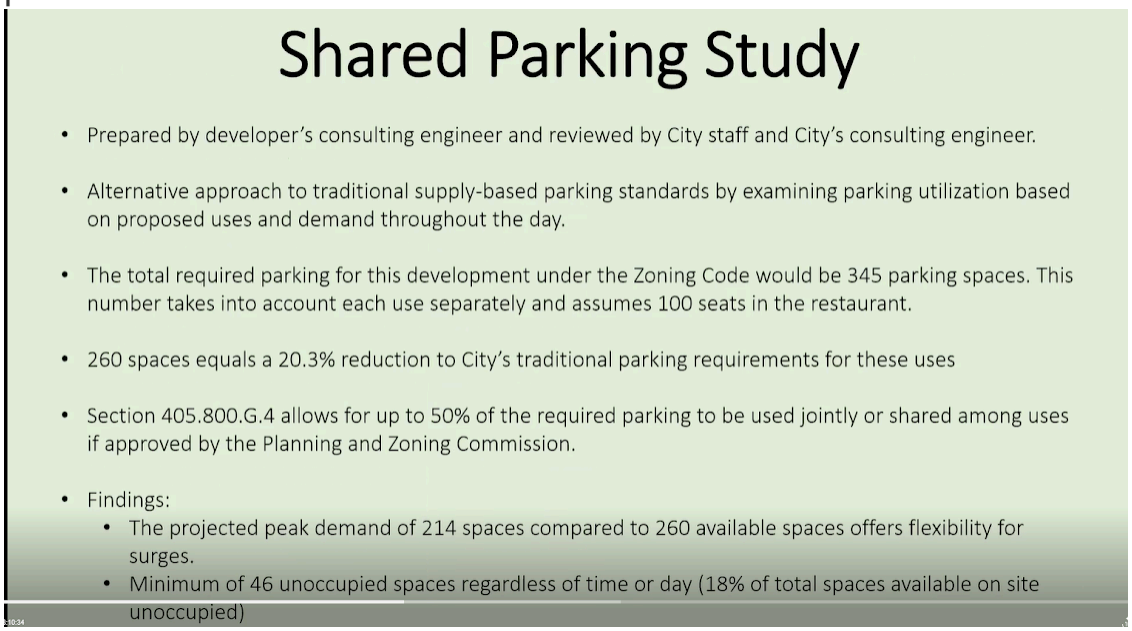
Mark Huck <mfhuck1@gmail.com> Fri, Apr 24, 2026 at 9:28 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I spoke at the City Council Meeting April 13 and was happy to see a few notes taken while I was speaking.
I would like to reiterate my comments here and provide some references to those comments.
This link will take you to the video and audio recorded during the March 16th P&Z meeting: https://crevecoeurmo.portal.civicclerk.com/event/10019/media

During the meeting there seemed to be a lot of discussion on the number of units per acre and defining such. Julie LaBonte questions Jason Jaggie starting about 1 hr 29 minutes into the video and I think she did a great job of pointing out that the number of stories high a General Commercial building allowed would be 3 stories and that the comprehensive plan call for no high density projects. The project as currently proposed is in excess of 65% more units that allowed.

I spoke about the number of parking spaces. Jason Jaggie starts to speak about the parking study about 1 hr 12 minutes into the video and the following slide was presented:



Starting about 1 hr 15 minutes into the video Jason talks about The Vue. He mentions retail has never been occupied due to "no parking".
The View, with 182 units, required 310 parking spaces ((50X2)+(50x1.75)+(82*1.5)=310.5) , and 20 additional spaces were provided for retail. The View is gated, however, 38 parking spots, including 4 handicap spots, are located outside the gates, near the retail area. So, 330 parking spots were provided and still no parking available for retail.....

Graeser Station, with 147 units, would require 258 parking spaces per Creve Coeur Code, just for the apartments ((50X2)+(50x1.75)+(47*1.5)=258. They are proposing 260 or 2 over the minimum. About 1 hr 28 minutes into the video

Jason states additional parking spaces would be taken out if the property to the west was ever redeveloped. Just doesn't make sense to me there would be a "minimum of 46 unoccupied spaces regardless of time or day'".

Traffic is terrible the way it is now. Additional traffic from Olia will add to an already bad situation. Really hate to think about adding to that with this proposed project.

I realize there is much desire to do something with this corner, but this project doesn't seem to be the right one.
I believe somewhere during the P&Z meeting Jason mentioned a low or medium density project would not be feasible.
Perhaps the seller is just asking too much money for what the property is worth zoned as General Commercial.

I respectfully request each of you to vote against this project.

Regards,
Mark Huck
906 Woodshire Lane

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Michael Hurwitz <mhurwitz@walpertproperties.com> Sun, May 3, 2026 at 9:34 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

As a 30 year resident of Creve coeur I am adamantly opposed to the development at Greaser and Olive. This is a quiet street with lots of kids and school busses. The amount of traffic this development will create is too much for this area. There was a strategic plan for Creve coeur for a reason. Let's stick to it. We elected you all and we hope you will do want the residents want. I am in favor of an apartment development on this site but it has to be one that works for the community. Density is the issue here. The developer is trying to too many units on this site. The project is too costly and the only way it works is if they get a variance and put as many units on this site regardless of parking.

I a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Mike Hurwitz
(314) 378-1003 (C)

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Jane Kadosh <dentalclaimsjane@gmail.com> Sun, Apr 19, 2026 at 10:52 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Jane Kadosh

Kellie Henke <khenke@crevecoeurmo.gov>

[Mayor-Council] Graeser/Olive Apartment Complex

1 message

'ellen lawrence' via Mayor Council <mayor-council@crevecoeurmo.gov> Mon, May 4, 2026 at 11:58 AM
Reply-To: ellen lawrence <ellenblawrence@yahoo.com>
To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>

Dear Mayor and City Council,

While I have held off commenting on projects that the city council is considering, I felt compelled to do so for for this project at Graeser and Olive. I have read the comments outlined by the Graeser Neighbors Group and agree with them. A lot of thought went into the Comprehensive Plan, and this project is not a good fit in it's current configuration. It is absolutely TOO LARGE and Dense for the site selected. In addition to all the deficiencies that the Graeser Neighbors Group have pointed out, I am also concerned abut the strain on our police department, as I believe that such very dense apartment living does result in more issues. [In the near future, we will also have a variety of housing in Olia Village as well, some more dense, so please keep that in mind.] At lease reducing the size to 3 stories would be a good first step. I also do not think a 10 foot setback is an appropriate look for Creve Coeur at all. It should be at least double this with more plantings.

Thanks for your attention,
Ellen Lawrence
501 N.Mosley RD
Creve Coeur, MO

Kellie Henke <khenke@crevecoeurmo.gov>

[Mayor-Council] Proposed Development at Graeser and Olive

1 message

Zoe Lemcovitz <zaz3@sbcglobal.net> Tue, May 5, 2026 at 2:58 PM
To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>

Mayor Hoffman & City Council Members - Attached is a letter regarding the proposed development at Graeser and Olive.

Thank you for your time and attention,

Zoë Lemcovitz

Letter to Mayor & City Council - Character Images Back Side Photos - Graeser & Olive - 5-5-26.pdf
1098K

May 5, 2026

Mayor Hoffman & City Council Members:

I have attended most if not all of the public presentations and City meetings over the past year concerning the proposed development ("Proposed Development") at the southwest corner of Graeser Road and Olive Blvd. ("Creve Coeur Site").

At many of these meetings renderings of the Proposed Development ("Renderings") have been displayed, as well as the "Visions & Best Practices Character Images" ("Character Images") from the Creve Coeur 2030 comprehensive plan ("Comprehensive Plan"). All the Character Images show the front side of the pictured development. None show what these developments back up to or the view from the properties in back of them. Similarly, except for a view of the proposed retaining wall, the Renderings do not represent the view of the Proposed Development (were it built) from the residents' homes that surround the Creve Coeur Site.

I visited each of the developments in the Character Images and provide for your review photos I took of the back side of those developments. While the pictures illustrate my points, they don't fully capture what it is like to walk these areas in person. If you have not done so, I encourage you to visit the neighborhoods that abut these developments and step out of your car to see what those residents see.

In addition to the Character Images back side photos, I have included photos of two developments that I think represent the vision expressed in the Comprehensive Plan for the East Olive Corridor and would be suitable for the Creve Coeur Site.

I support redevelopment of the Creve Coeur Site to put it back into productive use. Conceptually the current proposal is an improvement over the previously proposed QuikTrip however, like QuikTrip, it is not right for the Creve Coeur Site due to scale, density, and intensity. Thank you for your time and consideration.

Respectfully,
Zoë Lemcovitz —Graeser Road

PART 1: CHARACTER IMAGE BACK SIDE PHOTOS

Creve Coeur 2030 Vision & Best Practices Character Image: MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)	
Viewpoint: Scale, and density would be appropriate for the Creve Coeur Site. Views of development back side show that the development does not dominate residences abutting it. There is no street parking in the surrounding area that could serve the development. There is surface lot parking for the development.	
Image from page 91 of Creve Coeur 2030	
Image from page 91 of Creve Coeur 2030	

Creve Coeur 2030 Vision & Best Practices Character Image: MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)	
Image from page 91 of Creve Coeur 2030	
View of development back side from Broad Meadows Dr. 4-25-26	
View looking east: right is the development back side; left is a residence on Broad Meadows Dr. 4-25-26	

Creve Coeur 2030 Vision & Best Practices Character Image: MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)	
View looking east: right is the development back side; left is a residence on Conway Close Rd. 4-25-26	

Creve Coeur 2030 Vision & Best Practices Character Image: DEMUN POINTE (CLAYTON, MISSOURI)	
Viewpoint: Scale, and density would be inappropriate for the Creve Coeur Site. Views of development back side show that the development backs up to apartment buildings, whereas the properties contiguous to the Creve Coeur Site are all single family homes except for one commercial lot. There is street parking in the surrounding area that could serve the development. There is restricted off-street parking serving the development.	
Image from page 91 of Creve Coeur 2030	
View looking east from Seminary Place: right is development back side; left is apartment buildings on Alamo Ave. 4-23-26	

Creve Coeur 2030 Vision & Best Practices Character Image: STATION PLAZA (KIRKWOOD, MISSOURI)	
Viewpoint: Scale and density would be inappropriate for the Creve Coeur Site. Views of development back side show that the development backs up to government and commercial uses, whereas the properties contiguous to the Creve Coeur Site are all single family homes except for one commercial lot. There is street parking in the surrounding area that could serve the development. There is restricted off-street parking serving the development.	
Image from page 91 of Creve Coeur 2030	
View looking south from City of Kirkwood parking lot: development back side and side facing E. Madison Ave. 4-21-26	
View looking north along E. Madison Ave.: left is development. 4-21-26	

Creve Coeur 2030 Vision & Best Practices Character Image: MARKET AT MCKNIGHT (ROCK HILL, MISSOURI)	
Viewpoint: From the front side, the scale and density would be appropriate for the Creve Coeur Site, however the back side is problematic. Views of development back side show that the development backs up to government uses and single family homes. Properties contiguous to the Creve Coeur Site are single family homes except for one commercial lot. Views of the homes that back up to the development show that the development dominates residences abutting it. There is no street parking in the surrounding area that could serve the development. There is surface lot parking serving the development.	
Image from page 91 of Creve Coeur 2030	
Panoramic view looking north panning from west to east: center is development back side; left is Rock Hill City Hall; right is another City of Rock Hill Building. 4-21-26	
View looking north from Leonard Dr.: home abutting development back side 4-21-26	

Creve Coeur 2030 Vision & Best Practices Character Image: MARKET AT MCKNIGHT (ROCK HILL, MISSOURI)	
View looking northeast from Leonard Dr.: left is development back side right is Rock Hill Police Station. 4-21-26	
Looking north from Country Hills Dr.: development back side can be seen between two homes. 4-21-26	
View looking north from Country Hills Dr.: home abutting development back side. 4-21-26	

PART 2: EXAMPLE USED BY CREVE COEUR STAFF DURING PRESENTATIONS TO PLANNING AND ZONING AND CITY COUNCIL REGARDING THE PROPOSED DEVELOPMENT

Creve Coeur Staff Example Used in Reports to Planning and Zoning and City Council: THE OLIVER (OLIVETTE, MISSOURI) (CONSTRUCTED 2022)	
Viewpoint: Scale and density are inappropriate for the Creve Coeur Site. Views of the development back side show that the development backs up to single family homes. Similarly, there are single family homes contiguous to the Creve Coeur Site except for one commercial lot. Views of the homes that back up to the development show that the development dominates residences abutting it and the subdivision in general. There is no street parking in the surrounding area that could serve the development. There is restricted off-street parking serving the development.	
The Oliver looking northeast from Olive Blvd. 4-30-26	
The Oliver looking northwest from Olive Blvd. 4-30-26	
Foreground: home on Friese Dr. Background: development back side. 4-17-26	

Creve Coeur Staff Example Used in Reports to Planning and Zoning and City Council: THE OLIVER (OLIVETTE, MISSOURI) (CONSTRUCTED 2022)	
Foreground: homes on Friese Dr. Background: development back side. 4-17-26	
View from Friese Dr. looking south toward Olive Blvd. 4-17-26	

PART 3: SUGGESTED EXAMPLES OF DEVELOPMENTS THAT REPRESENT THE COMPREHENSIVE PLAN VISION FOR THE EAST OLIVE CORRIDOR

Suggestion Character Image: **STRIP CENTER 9500 BLOCK OLIVE BLVD (OLIVETTE, MISSOURI) (CIRCA 2022)**	
Viewpoint: The parcel is shallow, similar to many parcels fronting on Olive Blvd. in the East Olive Corridor. Scale, and density are appropriate for the Creve Coeur Site. Views of development back side show that the development is visible behind residences abutting it, however it does not dominate them. There is no street parking in the surrounding area that could serve the development.There is surface lot parking serving the development.	
4-17-26	
View from Crabapple Ct. looking north. Foreground: home on Crabapple Ct. Background: development back side. 4-17-26	

Suggestion Character Image: **STRIP CENTER 9500 BLOCK OLIVE BLVD (OLIVETTE, MISSOURI) (CIRCA 2022)**	
View from Crabapple Ct. looking north. Foreground: homes on Crabapple Ct. Background: development back side. 4-17-26	

Suggestion Character Image: **SHOPPING CENTER AT CLAYTON AND HENRY ROADS (BALLWIN, MISSOURI)**	
Viewpoint: This development appears to cover more acres than the Creve Coeur Site. Scale and density are appropriate for the Creve Coeur Site. Views of the development back side were not obtained. It is provided as an example of a development that fits the vision for the East Olive Corridor. There is no street parking in the surrounding area that could serve the development. There is surface lot parking serving the development.	
4-17-26	
4-17-26	

Suggestion Character Image: SHOPPING CENTER AT CLAYTON AND HENRY ROADS (BALLWIN, MISSOURI)	
4-17-26	

END OF DOCUMENT

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Arthur Lieber <arthur@civitas-stl.com> Wed, May 6, 2026 at 9:14 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

Also, As Bernard Baruch said, "No one ever went broke making a small profit.' A vastly scaled down proposal could potentially be both profitable and in harmony with the neighborhood.

I urge you to deny the rezoning request.

Thank you.

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Carol Lippman <carollippman@sbcglobal.net> Tue, May 5, 2026 at 9:14 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

We oppose the proposed development at Graeser and Olive.
Please vote no.

Carol M. Lippman, CFA
11226 Mosley Manor Court
Creve Coeur, MO 63141
Mobile: 314 307-9506

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Isabel Menendez <menendezi@yahoo.com> Tue, May 5, 2026 at 11:23 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov
Cc: jswilliams1515@gmail.com

Dear Mayor and City Council Members,

I am a resident of 408 Graeser rd and Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Sincerely,
Maria Menendez Montes

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Lisa Merwin <x17rdh92@icloud.com> Mon, Apr 27, 2026 at 7:53 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Re: Proposed Olive and Graeser Highrise

1 message

Donna Spence <dspence@crevecoeurmo.gov> Wed, Apr 15, 2026 at 2:44 PM
To: Gary Meyer <ghmsail2@gmail.com>
Cc: Mark Manlin <mmanlin@crevecoeurmo.gov>, Kris Simpson <ksimpson@crevecoeurmo.gov>, Bob Barb Hoffmam <rhoffman@crevecoeurmo.gov>, Kellie Henke <khenke@crevecoeurmo.gov>

Thank you very much for your comments Gary, your input will be recorded and duly considered.
I can comment on your stormwater runoff question. ANY new development is subject to substantially updated MSD requirements. The ONLY thing I can assure you is that stormwater drainage will be greatly improved from the current state with any redevelopment.
Regarding your comment on a family friendly community; I value this as well. It is a part of why I live here. I don't see this proposed development as notably the city being family focused.
I do see an opportunity for young and older scientists & engineers being drawn into the area by the growing impact of the Danforth Plant Science Center, the Bayer North America Plant Sciences Headquarters and the new businesses starting up and moving into Creve Coeur to be part of the Danforth Center's mission to feed the world. I also know of young apartment dwellers here are who are starting their careers at Boeing and other regional employers. These young professionals involved with this work might very well move here and rent, but then transition to Creve Coeur home buyers, especially in Ward 1. I can't say this development would support that vision, but it is a possibility in my mind. I respect our past but I also want to provide for the city's (and Ward 1's) future.
Again, thank you for communicating with us.
Best, Donna
Donna Spence
Creve Coeur City Council, Ward 1
314-620-0273

> On Apr 15, 2026, at 1:53 PM, Mark Manlin <mmanlin@crevecoeurmo.gov> wrote:
>
> Thank you, Gary
>
> Mark Manlin
> Sent from my iPhone
>
>> On Apr 15, 2026, at 1:47 PM, Gary Meyer <ghmsail2@gmail.com> wrote:
>>
>>
>> Hello Donna and Mark
>> My wife and I have lived at 11076 Graeser Lane for over 30 years during this time various housing changes and commercial developments have impacted the water flow from Olive south through the backyards. I question if the landscaping will in any way improve the retention of water run off and FEAR given loss of green space that the periodic flooding, when heavy rains, will only increase.
>> Secondly, what happened to the Family Focused Creve Coeur? How can the building of a unit consisting of studio and single bed room units be "family"?
>> Thirdly, looking at the apartment developments that have first floor retail space, it appears to me that in the majority that space is not rented.
>> From looking over some of the information that I have found this project will disrupt the neighborhood, increase traffic congestion, and not provide any needed services to Ward 1.
>> Please oppose this project and have the city work with developers to find commercial services needed by growing families and us older folks who are not ready to abandon this great neighborhood.
>> Thank you for your service
>> Gary Meyer
>> 314-255-3282
>>

From: Suellen Meyer on behalf of Suellen Meyer <smeyer10@swbell.net>
To: knorwood@crevecoeurmo.gov
Subject: Protect Mosley
Date: Sunday, April 26, 2026 8:29:05 PM

Dear Kim,

My husband and I have lived on Mosley Road near Olive for 54 years and love our quiet street. Over the years the city has built sidewalks, planted trees, installed stop signs and provided marked crosswalks to keep our street safe and walkable. When Ameren's tree project necessitated traffic hindrances on Ladue, we got a lot of diverted traffic, sometimes making it difficult to get out of our driveway. That was an essential project and the traffic problems were short-lived.

You are being asked to vote for Graeser Station, a project which pushes the boundaries of the Comprehensive Plan way beyond its limits. The neighbors in Ward 1 have detailed the many problems with the projected development, and, naturally, they have focused on the damage to Graeser and its many neighborhoods. Our experience with the tree removal on Ladue tells us that if Graeser Station is built, we will have significantly more traffic as people avoid Graeser, and there will be no end to it. Neither Graeser nor Mosley was built to handle the hundreds of cars and multiple trips that will be generated by a massive apartment building.

Please vote NO on Graeser Station to protect not only all the neighborhoods of Graeser but also those off Mosley. A NO vote also reasserts Creve Coeur's right and responsibility to determine the nature of the city we want to create and live in. We described that city in the Comprehensive Plan, so let's follow it.

Sincerely,
Suellen and Richard Meyer
11210 Still Lane

Sent from my iPad

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Jodi Miller <sanybel13@gmail.com> Tue, May 5, 2026 at 2:12 PM
To: Robert Hoffman <rhoffman@crevecoeurmo.gov>, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and Council,

I wanted to voice my opposition to the proposed apartment development at Graeser and Olive.

This conflicts with the City's own Comprehensive Plan. It matters to me because:
-developer has stated that this project will require public subsidies. The financial burden on existing residents is unknown.
-sets precedent for future over development on Olive.
-negative traffic impact

I understand the lots need to be developed; and a 4-story, 162 unit building is out of scale and character with everything on the south side of Olive. This would completely and negatively alter the "landscape" of Creve Coeur.

I appreciate your consideration of voting No on this development.

Sincerely,
Jodi Miller
Lifelong Creve Coeur resident

Kellie Henke <khenke@crevecoeurmo.gov>

Fwd: Supposed High Rise on Graeser

1 message

Donna Spence <dspence@crevecoeurmo.gov> Thu, Apr 23, 2026 at 1:27 PM
To: Kris Simpson <ksimpson@crevecoeurmo.gov>, Kellie Henke <khenke@crevecoeurmo.gov>

Here's another one.
Question - Are others forwarding these to you? If so I don't need to duplicate. If not I'm happy to keep sending. I got behind & have a few I'm not sure if you got. Let me know. Thanks.
Best, Donna
Donna Spence
Creve Coeur City Council, Ward 1
314-620-0273

Begin forwarded message:

From: Frank Payne <paynefl@gmail.com>
Date: April 20, 2026 at 3:01:23 PM CDT
To: dspence@crevecoeurmo.gov, Mark Manlin <mmanlin@crevecoeurmo.gov>, knorwood@crevecouermo.gov, ngreer@crevecoeurmo.gov, ksimpson@crevecoeurmo.gov
Subject: Supposed High Rise on Graeser

Dear Council Members

Wanted to drop a quick letter to address the alarming and false propaganda being spread about a "high rise" on Graeser Rd. First off this is not a high rise nor is it on Graeser.

As vocal as the opposition is to this seemingly beautiful alternative to the derelict strip mall with the occasional homeless person sleeping next to his grocery cart behind the building, I would think they would come up with an alternative proposal.

We are being left behind as communities around us are developing opportunities and improving their neighborhoods. Holding up a project like this because we are afraid of being inconvenienced by a little extra traffic is hard for me to understand.

Please vote for this project and let's get this behind us. The builder has done everything asked of them, from what I understand and we need to move forward and not be mired down by a small sampling of residents.

Regards
Frank Payne
425 Fourwynd dr

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Stephen <sdraham1@gmail.com> Sat, May 2, 2026 at 2:59 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

v/r,
Stephen

STEPHEN D. RAHAM
Cell: (716) 930-3070

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Bailey <baileyschmidt9@gmail.com> Sat, May 2, 2026 at 12:51 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you,
Bailey Raham

Sent from my iPhone

From: Jason Jaggi on behalf of Jason Jaggi <jjaggi@crevecoeurmo.gov>
To: Cecilia Dvorak; Garrison Hassenflu
Subject: Fwd: Density in words and images East Olive
Date: Monday, April 13, 2026 10:15:18 AM
Attachments: image.png
image.png
image.png

Cecilia,
Please see the comments below for your review.

Thank you,
--Jason

---------- Forwarded message ---------
From: **L R** <lrezny@hotmail.com>
Date: Sun, Apr 12, 2026 at 8:48 PM
Subject: Density in words and images East Olive
To: Mayor Council <mayor-council@crevecoeurmo.gov>
Cc: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Bethany Moore <bmoore@crevecoeurmo.gov>

The question is not whether the lots at the SW corner
of Graeser Rd and Olive should be redeveloped,
it is if this proposal is the right one.

As a Planned Mixed Use Development
Graeser Station proposal would be under
Section 405.390 Planned Zoning District:
Objectives. Through the flexibility of the
Planned Zoning District, the City seeks to achieve the following objectives:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;

So look at the Comprehensive Plan AS IT IS WRITTEN.
IF the plan does not fit current trends you can change it.
Do no subvert it. Ignoring the Plan weakens any Plans forward.

Some people claim there is ambiguity in the
Comprehensive Plan about density for residential
in the East Olive section. They have contrasted
a quote from page 58 of the Plan
with a quote from page 88

Page 58:"VIII. Neighborhood Commercial District (NC)
Comprising the East Olive Corridor, the Neighborhood
Commercial District supports the development of a
variety of medium- to low-density commercial and neighborhood service businesses and low-density multi-family residential development—in a corridor
with shallow lot depths adjacent to established subdivisions. Providing a transition between more intense
commercial districts to the east and west, this district
is ideal for specialty retail and service businesses, providing both easy car access and a walkable environment. The Neighborhood Commercial District provides
for lot-by-lot redevelopment that builds toward a
coherent corridor identity.

Page 88 "The NC place
type supports the development of **a variety of medium- to low-density commercial, retail, office, neighborhood service business, and residential development** in a commercial corridor with shallow lot depths."

The claim is that one supports only low-density residential
and the other both medium and low density residential.
The claim is that the Plan is self-contradictory.

They ignore another part of Page 88 that expands both of the other sections.

In large blue print on Page 88,
the first paragraph for East Olive Corridor
"The Vision for East Olive is to create
a walkable corridor of destination
retail boutiques, neighborhood service
businesses, small-scale restaurants,
attached townhomes, and low-density multi-family homes and single family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking."

The list specifies 3 examples of possible
Residential Properties allowed.
Each LOW- density.
The other 2 paragraphs are differing
shorthand for this list
Nothing in the list is even Medium density.

There is nothing low density about the
Graeser Station proposal.
147 apartmetn units on 4+ acres is
NOT attached townhomes,
NOT low-density Multi-family
NOT single family homes
It does not fit the Comprehensive Plan.
It is far above the max of 20 units per acres.

Please see the photos on Page 91 for
Vision & Best Practices Character Images
And my notes with each



DEMUN POINTE (CLAYTON, MISSOURI)

https://www.reidluxuryrealestate.com/development/demun-pointe

Condos on 3 levels, the top level recessed and with peaked rooves like a modern "dormer"

Sale Price Starting in the $500 - $1 million

Size 1,400 - 2,700 sf

NOT tiny one bedroom apartments jamming too many people and cars in the neighborhood



STATION PLAZA (KIRKWOOD, MISSOURI)

Townhouses at Station Plaza Condominiums
21 units on 2 streets
Sample unit 205 S Taylor
2.5 stories, 2,370 Sq ft
Appraised $715,800
Again NOT one bedroom apts.

There is another photo in the Comprehensive Plan that most resembles the Graser Station proposal in mass
It is included in the WEST Olive and Large Commercial Properties on Page 85
Renamed Hanley Station, it has 150 units, similar count to Graeser Station proposal
May the developer should take his ideas to WEST Olive



BRENTWOOD STATION (BRENTWOOD, MISSOURI)

N**othing in the Comprehensive plan supports the proposed Graeser Station density and size for EAST Olive**.

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

www.crevecoeurmo.gov

From: Gene Rovak on behalf of Gene Rovak <grovak@outlook.com>
To: Mara Berry
Subject: Fw: Graeser
Date: Tuesday, April 21, 2026 10:03:39 AM
Attachments: Creve Coeur Graeser Station.docx

Hi Mara,

The attachment is the letter that the Chair of P&Z sent to the Council, explaining her multiple reasons for recommending disapproval.

First item below (embedded since I copied it from my email to the Council, is what I said and read while at the meeting via Zoom last week); following that is what I said at P&Z last night:

Please add my voice to those opposed to this development.

First, we need to go back to the fact that the earlier proposal for this site (a large-scale gas station and store) was turned down by P&Z *and* the Council, because it did not comply with our Comprehensive Plan. The Comp plan provisions were the key to the Missouri Supreme Court upholding Creve Coeur's decision to turn it down.

The current proposal doesn't fit the plan any better, although for different reasons. Even the City's review makes a very weak case in its section reviewing compliance with the Comp plan. On the subject of density, it wanders all over, relying on supposed lack of firm definitions of density, even while making comparisons to the higher density actually provided, and drawing in density in different communities. A statement in the review says that Graeser Station, "*includes many components* of compatibility with the comprehensive plan...", and later says that it "meets the goals...*to a high degree*..." [italics mine]. Later on, it leans on its statement that "appropriate density within the East Olive Corridor is not well-defined in the plan and requires further discussion...".

The P&Z Commission's own Chair even went further than the Comp plan alone, with a detailed point-by-point description of all the ways in which Graeser Station is incompatible with the Creve Coeur requirements with Neighborhood Commercial Goals, design guidelines, Mixed-Use Standards, and Planned Zoning District Criteria.

In summary, I have to stand with those who favor rejection of an attempt to make some, ANY use of this property regardless how far it misses the needs of Creve Coeur.

Respectfully submitted,

Gene L. Rovak, P.E. CFM, F.ASCE

What I added last night was:

"Last week (below) I addressed the Council regarding the Graeser Station development. I stated that I opposed the development owing to its lack of incorporating provisions of the Comp Plan.
As I pointed out, the City's review didn't make a strong case with respect to the Comp Plan, variously referring to poorly-defined density provisions and drawing upon non-applicable examples of presumably similar developments in other cities.

My firm belief is that if the present comp plan does not allow or encourage successful development, the plan may need to be *amended*, but not *ignored.*
I know from experience the importance of a comprehensive plan and the process that goes into it. It is absolutely necessary to gather and listen to the opinions of the residents who will be affected by any plan amendment. It will *not* be sufficient, or even legitimate, to amend the plan solely to incorporate the provisions of a pending application.

I will not be weighing in on the specifics of the application; there is and has been plenty of discussion on the merits, or lack of merits for that application. My insistence is the importance of a comp plan, and the necessity of it's addressing the concerns of those who it will affect, and only *then* considering an application."

Gene L. Rovak, P.E. CFM, F.ASCE
Personal: reply to the email address above
Work/professional: Horner & Shifrin Engineers
Send to: grovak@hornershifrin.com
Office front desk 314-531-3211
Mobil: (Call, voicemail or text) 314-303-3211

Donna and Mark,

As you may have heard, I voted "No" on the Graeser Station proposal at the March 16th P&Z meeting and wanted to share my rationale. I evaluated the proposal against the City's adopted zoning, Comprehensive Plan, and design standards, and by those measures it does not meet the requirements.

1. Zoning and Site Constraints

4/7/26, 2:38 PM Creve Coeur Mail - Re: Rationale for my "No" vote on Graeser Station

https://mail.google.com/mail/u/0/?ik=b4f7b77607&view=pt&search=all&permthid=thread-f:1861824935490467216%7Cmsg-f:1861824935490467216&… 1/3

The property is zoned General Commercial (GC), which is intended forsmall-scale, neighborhood-compatible development (Section 405.360). The site actually does not meet the minimum district size requirement for GC, yet the proposal seeks to rezone to a level of intensity and height that exceeds what the current zoning allows and intends.

2. Conflict with the Comprehensive Plan (East Olive Vision)

The City's vision for East Olive is a walkable corridor of small-scale retail, neighborhood services, and low-density residential (Comprehensive Plan, Chapter 4). This proposal introduces high-density residential (147 units on 4.4 acres = 33.4 units/acre), exceeding the City's defined code for high- density development (>20 units/acre). The inclusion of a quick-service restaurant does not align with the plan's emphasis on small-scale, destination-oriented dining and retail.

3. Inconsistency with Neighborhood Commercial (NC) Goals

The Neighborhood Commercial designation supports low- to medium- density development that transitions between districts (Comprehensive Plan, Chapter 4). This proposal introduces a level of density and intensity that is inconsistent with that purpose and with existing development patterns, particularly on the south side of Olive.

4. Scale and Compatibility

City design guidelines require development to be compatible in architectural and urban scale with surrounding uses (City Design Guidelines). The proposed massing and intensity do not meet this standard and are out of character with the surrounding area.

5. Inappropriate Comparisons to Other Municipalities

Comparisons to other municipalities are not applicable. Even in those contexts, medium-density development is typically limited in height and scale (Clayton is 3 stories), while this area is designated for low-density development under both zoning and the Comprehensive Plan.

6. Parking Limitations

Comparisons to areas with available street parking (like Clayton and Maplewood) are not relevant. This site has no street parking on Olive or Graeser, and nearby properties have declined overflow use, raising concerns about parking adequacy.

7. Noncompliance with Mixed-Use Standards

The site does not meet minimum acreage thresholds required for increased height allowances under mixed-use provisions (Section 405.340). As proposed, the development exceeds what is permitted for a site of this

size. The need for the property to be zoned under a Planned Zoning District is because its size and intensity exceed what is warranted for the site.

4/7/26, 2:38 PM Creve Coeur Mail - Re: Rationale for my "No" vote on Graeser Station

https://mail.google.com/mail/u/0/?ik=b4f7b77607&view=pt&search=all&permthid=thread-f:1861824935490467216%7Cmsg-f:1861824935490467216&… 2/3

8. Failure to Meet Planned Zoning District (PZD) Criteria

The proposal does not meet the intent of Planned Zoning District standards (Section 405.390):
The site is not uniquely constrained or difficult to develop The proposal does not advance the goals of the Comprehensive Plan It does not provide a more desirable outcome than conventional zoning

It does not demonstrate a clear public benefit to residents In my analysis, this proposal requires multiple departures from the City's adopted plans and standards without sufficient justification. Approving it would undermine the consistency and predictability those plans are intended to provide, especially as residents have used the information to make choices about buying housing in the neighborhood. To approve a high density development on this site, when consistently all Creve Coeur documentation denotes low density development, undermines our community engagement and city strategic planning.

Please let me know if you have any questions. Thank you for reviewing.

Julie

References

City Code Section 405.360 – General Commercial (GC) Zoning
https://ecode360.com/28142091#28142458
Comprehensive Plan (Chapter 4 – Future Land Use & East Olive Vision)
https://crevecoeurmo.gov/DocumentCenter/View/7151/CreveCoeur2030_ADOPTED_2017-04-24-Chapter-4?bidId=
City Design Guidelines
https://www.crevecoeurmo.gov/DocumentCenter/View/12718/Creve-Coeur-Design-Guidelines
City Code Section 405.340 – Mixed Use District Standards
City Code Section 405.390 – Planned Zoning District (PZD)
4/7/26, 2:38 PM Creve Coeur Mail - Re: Rationale for my "No" vote on Graeser Station

https://mail.google.com/mail/u/0/?ik=b4f7b77607&view=pt&search=all&permthid=thread-f:1861824935490467216%7Cmsg-f:1861824935490467216&… 3/3

From:	Schneider, Matt on behalf of Schneider, Matt <Matt.Schneider@huschblackwell.com>
To:	rhoffman@crevecoeurmo.gov; dspence@crevecoeurmo.gov; mmanlin@crevecoeurmo.gov; knorwood@crevecoeurmo.gov; ngreer@crevecoeurmo.gov; dnewman@crevecoeurmo.gov; dhoffman@crevecoeurmo.gov; ssaunders@crevecoeurmo.gov; mberry@crevecoeurmo.gov; jjaggi@crevecoeurmo.gov; bmoore@crevecoeurmo.gov
Subject:	Opposition to Graeser Station Rezoning — Resident Comment
Date:	Sunday, April 26, 2026 12:14:01 PM

We just learned about the proposed apartment development. I'm very much opposed to a large scale high density development. I moved to this area because there were no such developments in my area South of Olive. I hope our representatives listen to the will of our residents and oppose the development.

Matt and Jamie Schneider
173 Brooktrail Ct
Creve Coeur, MO 63141

Sent from my iPhone

From: Donna Spence on behalf of Donna Spence <dspence@crevecoeurmo.gov>
To: Bo Shi
Subject: Re: Concerns over Graeser Station development
Date: Monday, April 13, 2026 4:00:16 PM

Thank you for this and for your comments on our call Bo. I'd meant to reach out to you directly, but you beat me to it. I spent all weekend reading and reviewing information relative to the proposed development. We are not voting tonight, in fact the vote won't be till May as the mayor and others will be out of town for the next meeting.

Best, Donna

On Thu, Apr 9, 2026 at 9:20 PM Bo Shi <bo_shi@yahoo.com> wrote:

> Hi Donna,
>
> This is Bo Shi. We had a video call earlier today. Thank you for taking the time to meet with us.
>
> I live at Martin Grove lot #3. I am providing more details on some of the concerns we talked over the phone.
>
> Since some images won't show up right in the email, I created a file and attached it.
>
> Thank you again for looking into this matter.
>
> Bo

--
Donna Spence
Creve Coeur City Council, Ward 1
314-620-0273

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Jing Shi <jingshi1968@gmail.com> Sat, May 2, 2026 at 6:02 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Diana Sprich <franks129@sbcglobal.net> Tue, May 5, 2026 at 6:40 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

The Sprich Family
G. Frank Sprich Jr
Diana Sprich
G. Frank Sprich, III

Mosley Road

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

S S <stevesturken@gmail.com> Sat, May 2, 2026 at 9:06 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Steve Sturken

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

M M <sum586878@gmail.com> Sat, May 2, 2026 at 12:45 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Greetings,

My vote is NO on the rezoning and greaser station development.

Regards

Meilan Su
819 N Mosley road
314 817 6299

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Jennifer Summers <hermie72@yahoo.com> Wed, May 6, 2026 at 6:41 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Darlene Theusch <darlenetheusch@yahoo.com> Fri, May 1, 2026 at 2:54 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Hello All,

I live off of Tureen Drive at Moseley which is close to where this commercial building is proposed to be built. I do not support a commercial building of this type at all. It's not attractive and it will decrease the value of the homes nearby.

I think a high end enclave of homes would be the most beneficial for this particular area. It would generate plenty of taxes for the city. Frankly we are being inundated with apartment complexes in Creve Coeur already , particularly east of Craig Road. They are all on Olive Street Road, 3 different new or newer apartment complexes, and they are LARGE ones! Why do we need more? You are going to devalue this city by allowing more and more renters in, and as a result, in 10-15 years nobody is going to want to live here anymore because the standard of living is not being held steady. Just my two cents.

I have also signed the petition that is against this building being built and I want to add that I do not support anything other than more homes being on this property.

Best,
Darlene Theusch

Sent from Yahoo Mail for iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

kurt thompson <kurthompson@gmail.com> Mon, May 4, 2026 at 9:19 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and Members of the City Council,

I am an architect and resident of Creve Coeur, and I urge you to deny the rezoning request for Graeser Station.

This proposal is not consistent with the City's Comprehensive Plan or existing zoning standards. At roughly 33 units per acre, it significantly exceeds the envisioned limit for this corridor and represents a clear departure from the low to medium-density transition area the City has already defined. This is not a minor variance—it is a fundamental change in the direction of land use.

The developer is asking you to approve a Planned Zoning District because the project does not fit within existing zoning. If approved, this sets a precedent that the Comprehensive Plan and zoning code are flexible whenever a proposal is large enough or persistent enough. **That precedent will not stop here.**

There are also serious unanswered questions about the impact on our schools. Even if the units are designed or marketed as one-bedroom apartments, there is no enforceable guarantee that occupancy will remain as assumed over time. Housing patterns change, and when they do, the impact is absorbed directly by our school system. That means increased enrollment, larger class sizes, and added pressure on our already over-taxed teachers and staff, with no guaranteed mitigation.

As the spouse of a Ladue educator with more than 20 years of experience in the district, I can tell you this pattern is not theoretical. School impacts are consistently underestimated at the approval stage, and once construction is complete, it is classrooms—not the developers or the City Council—that carry the burden.

This is not an argument against development. **It is an argument for development that follows the City's own rules, respects the Comprehensive Plan, and fits the surrounding community, thus improving property values.** Even proponents of compromise acknowledge that a lower-density project would be more appropriate for this site.

You are being asked to decide whether the City's planning framework actually guides decisions, or whether it can be overridden project by project.

If the Comprehensive Plan does not matter here, then it will not matter anywhere. Approving this doesn't just bend the rules—it signals that the rules are optional in Creve Coeur. And there are already far larger and more consequential projects—such as Bayer East—on the horizon.

I respectfully urge you to deny the rezoning request.

Thank you.

Sincerely,
Kurt Thompson
5 Faron Hill

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Marc Wallis <mwallis@newmanbronson.com> Wed, Apr 15, 2026 at 3:47 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood. Moreover, it is not consistent with the Master Plan and would create a detrimental domino effect for other propert locations.

I urge you to deny the rezoning request.

Thank you.

Marc and Gina Wallis
13 Chilton Lane

Sent from my iPhone

Marc S. Wallis
Newman Bronson & Wallis
2300 West Port Plaza Drive
St. Louis, Missouri 63146
(314) 878-8200
FAX (314) 878-7839
mwallis@newmanbronson.com

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Kristen Wild <kristenwild2@gmail.com> Tue, May 5, 2026 at 9:57 PM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

We are residents of Creve Coeur, and we oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

We urge you to deny the rezoning request.

Thank you.

Kristen Wild & Walker Gaffney
11 Chilton Lane
Creve Coeur, MO 63141

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Justin Williams <jswilliams1515@gmail.com> Tue, May 5, 2026 at 11:56 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you for your consideration,

Justin Williams
Creve Coeur, MO

Sent from my iPhone

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Charlie Wittenberg <charles.wittenberg12@gmail.com> Sat, May 2, 2026 at 3:14 PM
To: "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "dspence@crevecoeurmo.gov" <dspence@crevecoeurmo.gov>, "mmanlin@crevecoeurmo.gov" <mmanlin@crevecoeurmo.gov>, "knorwood@crevecoeurmo.gov" <knorwood@crevecoeurmo.gov>, "ngreer@crevecoeurmo.gov" <ngreer@crevecoeurmo.gov>, "dnewman@crevecoeurmo.gov" <dnewman@crevecoeurmo.gov>, "dhoffman@crevecoeurmo.gov" <dhoffman@crevecoeurmo.gov>, "ssaunders@crevecoeurmo.gov" <ssaunders@crevecoeurmo.gov>, "mberry@crevecoeurmo.gov" <mberry@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

I insure many large condominium and apartment complexes, and I've seen a clear pattern: developments that cram in too many units inevitably deteriorate. The only ones that have maintained their initial quality are those that were mindful of density from the start.

If this project moves forward as proposed, I believe the building will become a nuisance to the surrounding community within 30 years. That matters, because it's the locals who made this area desirable in the first place and without them, developers wouldn't be interested in building here at all. Their interests deserve to be a priority in this decision.

Thank you.

Charlie W. Wittenberg
834 N Spoede Rd, Creve Coeur, MO 63141

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Steven Wolff <malcolminnes1@gmail.com> Sat, May 2, 2026 at 9:15 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you,
Stevie Wolff

Kellie Henke <khenke@crevecoeurmo.gov>

Opposition to Graeser Station Rezoning — Resident Comment

1 message

Neill Wright <nmdwright@yahoo.com> Sat, May 2, 2026 at 8:52 AM
To: rhoffman@crevecoeurmo.gov, dspence@crevecoeurmo.gov, mmanlin@crevecoeurmo.gov, knorwood@crevecoeurmo.gov, ngreer@crevecoeurmo.gov, dnewman@crevecoeurmo.gov, dhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, mberry@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov

Dear Mayor and City Council Members,

I am a resident of Creve Coeur and I oppose the proposed Graeser Station development and the rezoning required to build it. At 147 units on 4.42 acres, this project exceeds the density limits in the Comprehensive Plan and is not compatible with the surrounding neighborhood.

I urge you to deny the rezoning request.

Thank you.

Sent from my wireless iphone
Neill M Wright, MD

Kellie Henke <khenke@crevecoeurmo.gov>

[Mayor-Council] No High-Rise on Graeser

1 message

Wangw Yang <thomasyang.xiaoguang@gmail.com> Mon, Apr 13, 2026 at 10:50 PM
To: mayor-council@crevecoeurmo.gov
Cc: zlemcovitz@wustl.edu

Dear Mayor and Council members,

This is Thomas Yang from 573 Oakhaven Ln.
I was not able to attend the council meeting in person this evening,
but I did join the meeting online.

I am writing this letter to let you know that I am **strongly against** the apartment high-rise on graeser.
I totally agree with Zoe, who is my neighbor.
I have three children and I do **NOT** want to put them into a noisy neighborhood with heavy traffic.
This is not New York City and that is why I love this place.
Basically there are no benefits for this community, only disturbance.
Eventually, the developer makes money and walks away,
and it is us, the residents in Graeser, who pay the price.
What is their contribution? Trash and Traffic?

For now, my only question for each of you as council member is as follows:

Assuming you and your family live in Graeser, do you want the proposal to be approved?
I would like to request your honest answer.
Yes, you hear me right, from each of you.

- Robert Hoffman - Mayor
- Donna Spence - Ward 1
- Mark Manlin - Ward 1
- Kim Norwood - Ward 2
- Nicole Greer - Ward 2
- Drew Newman - Ward 3
- David Hoffman - Ward 3
- Scott Saunders - Ward 4
- Mara Berry - Ward 4

Thank you for keeping our neighborhood safe and peaceful,
Thomas

Jason Jaggi <jjaggi@crevecoeurmo.gov>

PROJECT >> GRAESER STATION

1 message

stevew@inlite.com <stevew@inlite.com> Fri, Oct 24, 2025 at 1:34 PM
To: jjaggi@crevecoeurmo.gov

ATN: JASON JAGGI

Director of Community Development

REF; THE GRAESER STATION PROJECT AT OLIVE AND GRAESER

My name is Stephen Weinstock, and I live at 10962 Chambray Ct. which is located right off Graeser Road. After going to the previous meetings regarding the above proposed apartment and commercial project at the intersection of Olive Blvd and Graeser and discussing this further with other residences in subdivisions located off Graeser we all have the following two concerns and suggestions about this project. First, I want to make it clear that we have no objection to having a residential apartment building being built at this location so long as it is done correctly and fits into our residential area properly.

The following are objections and suggestions:

First concern is the intersection of Olive Blvd and Graeser:

1. **Intersection of Olive Blvd and Graeser**.

   This is a major concern. By adding around 150 to 160 apartments plus some commercial to this intersection, we will increase the amount of traffic at this intersection during the hours between 7 and 9 AM and 4 to 6 PM Monday through Friday by at least one hundred or more cars per day. The way the current intersection is laid out we find adding this extra traffic burden to be unacceptable without making changes to this intersection. We also agree any changes should be the builder's responsibility.

   1. Right now, there are three traffic lanes on Graeser Road at the inter section. Going north on Graeser there are two lanes. The far-right lane is designated for either making a right turn or for going straight across Olive Blvd. There is a middle lane going north which is designated for making a left turn from Graeser on to Olive Blvd going west. These lanes are really missed marked and should be changed anyway. The far-right lane should be marked for making a right turn only from Graeser on to Olive going east and the middle lane should be marked for either going straight across Olive Blvd or for making a left turn on to Olive Blvd going west.
   2. The third lane on Graeser is designated for all autos turning off Olive Blvd and wanting to go south on Graeser road.

2. **Proposed Intersection change: We** feel the following changes are needed at this intersection to help accommodate the additional traffic load and flow of traffic.

    1. **First the far-right lane on Graeser running alongside the credit union going north which is designated for going straight or making a right turn on to Olive going east must be changed to a right turn only lane going east on Olive Blvd. A**lso, if this project is approved this far right lane must be increased in length to start where the exit from the new apartment project is located going on to Graeser. This will allow cars leaving the project to go directly into the right turn only lane thus not interfering with the other traffic on Graeser wanting to go straight or make a left turn on to Olive.
    2. **It is imperative that an additional lane be added at this intersection to accommodate the traffic coming off Olive Blvd and wanting to go south on Graeser.** This new lane should be located next to the new apartment project. It should be a lane designated as a right turn only lane. It will allow autos coming off Olive to make a right turn only into this new apartment project. By adding this lane autos coming off Olive and wanting to go into this new project will not impede with other autos wanting to come off Olive and continue going south on Graeser. This lane will be very helpful to get as many autos as possible off Olive thus eliminating less backups on both Olive Blvd and Graeser.

Second concern is the setback of the buildings off Graeser Road.

1. Set back: We all agree that the current set back of Graeser Road is not acceptable.

    The buildings are located way to close to the sidewalk. The building should have the same minimum setback as any other structure or home located on Graeser to keep the area looking the same. We find this must be corrected.

Another concern that was discussed was the overall size and height of the project but if the residents living close to the project do not seem to be concerned then I do not think this is a major issue.

Thank you for what you are doing and if I can be of any help or if you have any questions or suggestions, please let me know.

Regards,

Stephen Weinstock
314-378-6464

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: Request for Revisions to Site Plan Affecting Our Homes

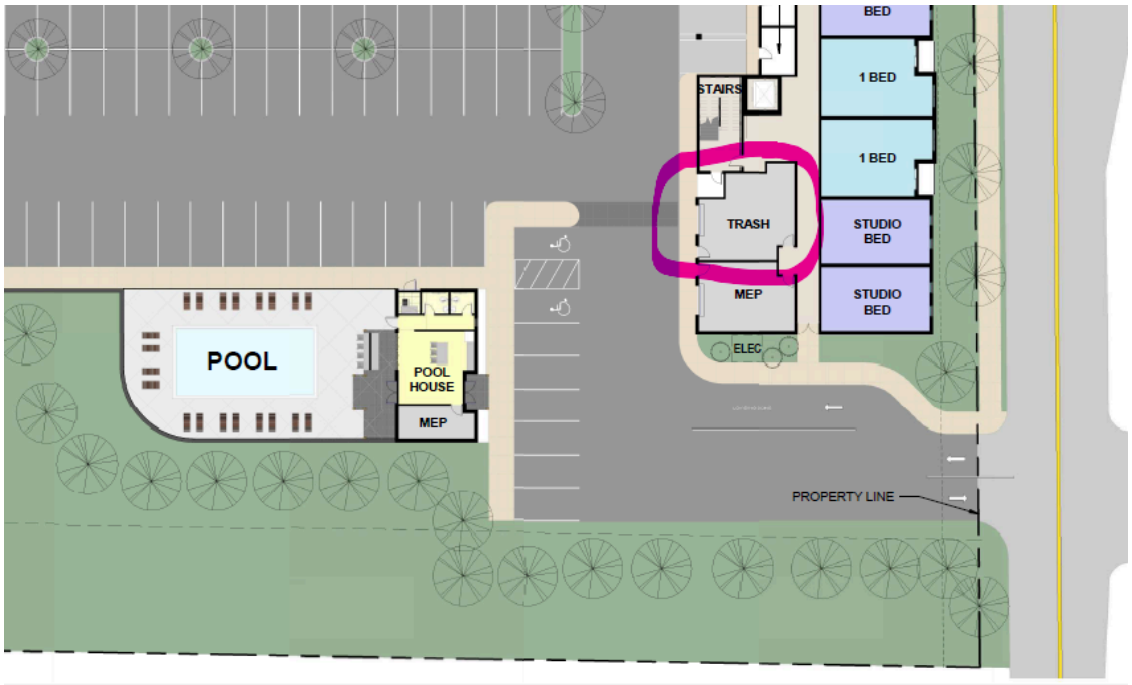
1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Wed, Nov 26, 2025 at 11:24 AM
To: zhihaidong <zhihaidong@gmail.com>
Cc: joel@steadfastcity.com, Cheryl <richardscca@gmail.com>, Li Gmail <huiqingli14@gmail.com>, bergerbrett7@gmail.com, bo_shi@yahoo.com

Good Morning,
I will include these additional comments in the meeting packet for the Planning and Zoning Commission's review. I would also encourage you to attend the meeting and provide comments directly to the Commission if you are able to.

Regarding the trash dumpsters, I wanted to pass along that there will be a separate trash room for the residential units, located inside the building--please see the clip below for reference. The exterior dumpster located at the southwest corner of the site, will be for the commercial uses.

Thank you,
--Jason



On Wed, Nov 26, 2025 at 6:44 AM zhihaidong <zhihaidong@gmail.com> wrote:

> Good morning Jason,
>
> Thank you for your earlier reply. I had to step away from reviewing the site plan for a few days to calm down before responding, because the current layout is something I truly cannot look at without serious emotional stress. After carefully reviewing everything again, I must express my concerns clearly and firmly.
>
> First, it is evident that the development team fully understands that trash dumpsters, the dog park, and the swimming pool are noisy, messy, high-impact, and unpleasant features. This is precisely why they placed all of these elements on the outer edge of their property, outside their retaining wall, as far away from their own residents as possible. In doing so, the negative impact has been shifted directly onto the neighboring homeowners.
>
> Even the City's code regulates where trash bins and dumpsters can be placed for exactly this reason—because they can be harmful, visually unpleasant and attract pests. Placing a trash dumpster directly beside my kitchen and patio shows no consideration for how neighbors live, rest, or maintain the safety and cleanliness of their homes.

A trash enclosure will never block odors, flies, animals, or the smell of rotting meat waste—especially given the amount of refuse generated by a commercial restaurant and these 160 families. Daily exposure to this would be a genuine health hazard. No homeowner can reasonably be expected to tolerate this level of odor, pests, and risk of illness in their backyard.

I must also mention safety concerns: I have been bitten by large dogs in the past and incurred significant medical bills paid by the other party. I cannot allow or risk another incident happening to my family or to any neighbor. A dog park placed directly along my backyard is not a safe placement and cannot be accepted.

For all of these reasons, we simply cannot afford, cannot accept, and will not agree to having trash dumpsters, dog park, swimming pool, or similar high-impact facilities placed immediately next to our homes. This presents an unacceptable living hazard and places an unreasonable burden on the neighbors.

Importantly, the developer has ample interior space available in the center of the site. A central garden or centrally located amenity area would resolve these issues entirely and would keep these high-impact features within their own property boundaries, rather than imposing them on surrounding homeowners.

I am asking respectfully—but firmly—that these facilities be relocated away from the neighboring property lines and placed toward the interior of the development where they belong. As a homeowner, I absolutely cannot accept the current placement.

Thank you for your understanding, and I hope we can work toward a solution that is both reasonable and healthy for everyone involved.

Sincerely,
Gordon Dong

On Fri, Nov 21, 2025 at 11:06 AM Bo Shi <bo_shi@yahoo.com> wrote:

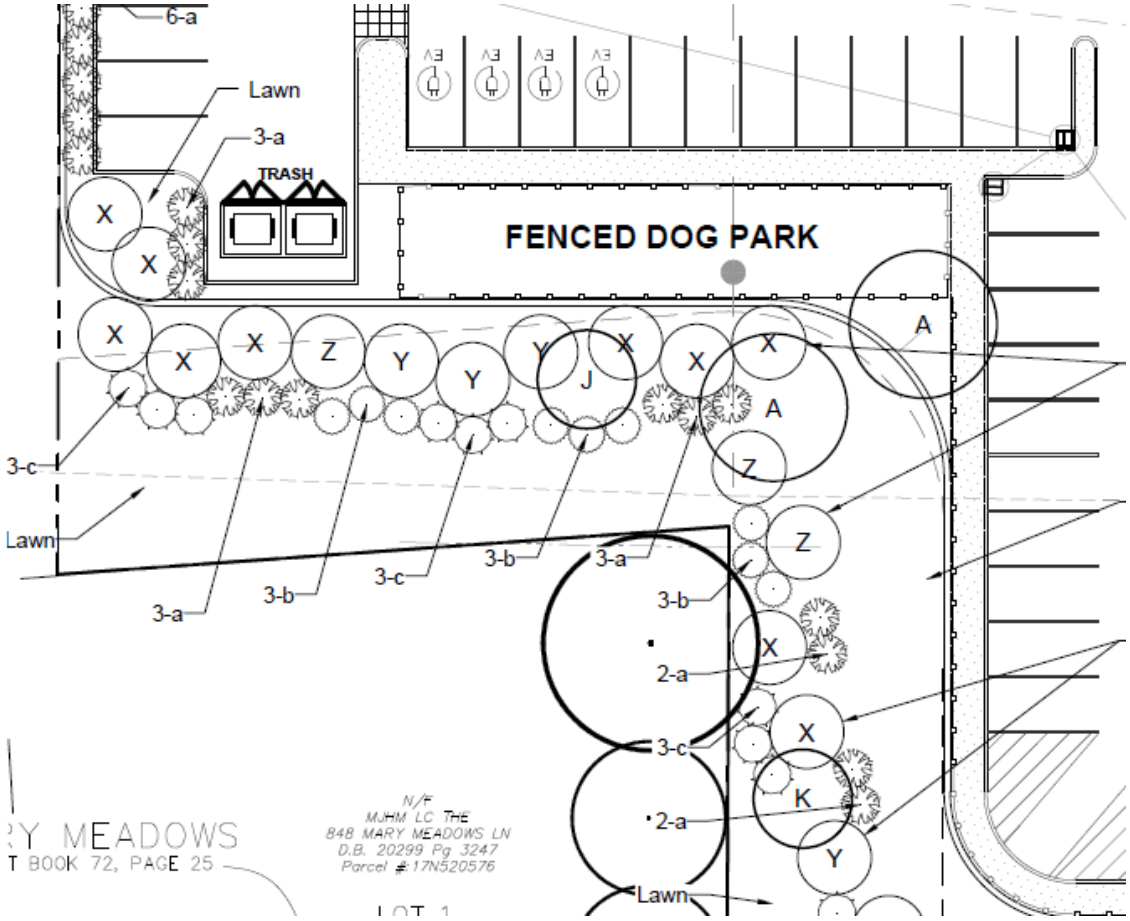
> Good Morning, Jason,
>
> I appreciate you getting back to us.
>
> I looked at the application closely, including the supporting materials. I have a lot of questions regarding how the supporting materials were generated and the case was presented. For this email string, I only talk about the nuisances from the trash dumpsters and the pool.
>
> Generally, a lot of questions from earlier informational meetings were answered. However, policies, rules, and promises are not guarantees. The only way to avoid those nuisances is through redesign. We can argue forever, but the truth is there will be a lot of nuisances if the development goes as it is currently planned.
>
> For the dumpsters, the walls and trees won’t block the smell. Just imagine how much trash can be generated by 160 apartments and a restaurant.
>
> The pool is 35 feet from my property line. Remember this is not a private family pool. With this many apartments, this is considered a “public” pool in terms of how many people will be using it. If you do a survey, how many people would want a public pool 35 feet from their property lines? To put this into a practical perspective, 35 feet is from one side of a house to another side for a smaller home in the neighborhood.
>
> Being a resident in Creve Coeur, I want the city to prosper. However, doing so based on huge sacrifices of people in the community is wrong, and…. I will let you pick the bad words here.
>
> I certainly hope that all parties can have candid conversations and decide on something that is acceptable, which includes an acceptable density.
>
> Thank you again.
>
> Bo Shi

Sent from Yahoo Mail for iPhone

On Friday, November 21, 2025, 9:49 AM, Jason Jaggi <jjaggi@crevecoeurmo.gov> wrote:

Good Morning,
Thank you for taking the time to submit comments concerning this development proposal. I will include them in the December 1st meeting packet for review by the Planning and Zoning Commission.

Regarding the dumpsters, the plans show them located on the southwest corner of the site, approximately 45-feet from the closest residential property line. The dumpsters will be placed within a solid wall enclosure and will be located behind a retaining wall with evergreen trees providing a landscaped screen between the dumpster and the property line. Please see the clip below from the landscape plan showing the proposed conditions of the dumpster enclosure as well as the dog run.



The applicant has submitted operational restrictions for the dog run and the pool deck, which I have included below.

Operations

- Pool hours fixed at 10:00 a.m.–10:00 p.m. with posted quiet hours; no glass, smoking, or alcohol in the pool area; pets prohibited in pool enclosure (service animals excepted).
- Dog run limited to residents only, closed 10:00 p.m.–5:00 a.m., and max 15 minutes per use during open hours; dogs must be attended at all times; fence and landscape sound screening maintained.
- Compliance with applicable municipal noise ordinances; no outdoor amplified music after 9:00 p.m.
- Commercial deliveries and trash service confined to off-peak hours (e.g., 7:00 a.m.–7:00 p.m., no Sundays or City-recognized holidays)
- Outdoor dining limited to the plaza and covered patio areas shown; no outdoor cooking equipment outside designated locations.

Thank you,
--Jason

On Thu, Nov 20, 2025 at 3:01 PM zhihaidong <zhihaidong@gmail.com> wrote:

> Dear Jason,
>
> We hope you are doing well. We are writing as the immediate neighbors whose homes sit directly next to the proposed development:
>
> - **Gordon Dong – 848 Mary Meadows Ln**
> - **Cheryl Richards – 842 Mary Meadows Ln**
> - **Shi Bo – 11011 Martin Grove Ln**
>
> Because our backyards share a boundary with the project's property line, this site plan will have a very real and immediate impact on our daily lives, our families, and the comfort and safety of our homes. After reviewing the layout, we wanted to share our concerns and kindly ask for reconsideration of several design choices.
>
> ---
>
> ## How the Current Layout Affects Our Families
>
> The current design places the parking lot in the center of the development, while the trash area, dog park, swimming pool, and other high-activity or high-noise features are pushed out to the edges—directly against our yards and windows.
>
> For our families, this isn't just a technical issue on a drawing. It affects where our children can safely play, how we use our backyards, and the sense of peacefulness and privacy we have worked hard to build in our homes.
>
> In common commercial developments, these higher-impact features are placed toward the center, with buildings creating a natural buffer. A "central-park-style" layout—where parking sits around the perimeter and active uses remain inside—is far more common and far more neighbor-friendly. The current layout does the opposite, placing the burden directly on nearby homeowners.
>
> We hope you can understand how challenging this feels for the families who already live here.
>
> ---

Concerns About the Trash Dumpster

The commercial dumpster is located extremely close to **848 Mary Meadows**, near the patio and only a short distance from the kitchen. This raises serious concerns regarding:

- strong food odors drifting into our homes
- flies, rodents, and pests
- bacteria and waste exposure
- the loss of enjoyable outdoor living space

During the summer, we spend a great deal of time outside with our children and families. Imagining a large restaurant dumpster just steps away from our patio dinners is overwhelming. It's difficult to picture living with this every day.

Emotional and Safety Concerns About the Dog Park

The dog park is placed directly along our shared property line. While we all love dogs, placing a high-activity dog area right up against our backyards creates several worries:

- excited or barking dogs only a short distant away from where our children play
- the possibility of large dogs jumping, damaging, or breaching the fence
- daily noise, stress, and disruption
- the feeling that our private yard is no longer private

For those of us raising small children, this setup simply does not feel safe or comfortable.

Overall Impact on Our Homes

As currently designed, the plan gives us the impression that the comfort, peace, and quality of life of the neighboring families were not fully considered. The placement of these facilities would negatively affect:

- our quiet enjoyment of our homes
- our ability to use our backyards comfortably
- our children's safety
- our property values
- our day-to-day peace of mind

We truly want this project to succeed, but not in a way that harms the families who already live here.

Our Request for a More Thoughtful Layout

We respectfully request that the design team consider moving the higher-impact features —such as the dog park, trash enclosure, and swimming pool—to the **interior of the development**, where they can be naturally buffered by the surrounding buildings.

We also encourage placing the **parking around the perimeter** instead.

This more traditional, "central-park-style" layout is common, practical, and would make a significant difference for us as neighboring families. It allows the project to keep its amenities while ensuring a safe, peaceful living environment for the existing community.

Thank You for Listening

Thank you sincerely for taking the time to hear our concerns. This neighborhood is where we live, raise our children, and spend our everyday lives. We care deeply about our homes and the community we share.

We truly hope the design team can work with the neighborhood and consider adjustments that respect both the development and the families next door. We would be happy to discuss this further and appreciate your understanding.

Warm regards,

Gordon Dong – 848 Mary Meadows Ln
Cheryl Richards – 842 Mary Meadows Ln
Shi Bo – 11011 Martin Grove Ln

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

www.crevecoeurmo.gov

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--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

www.crevecoeurmo.gov

Bethany Moore <bmoore@crevecoeurmo.gov>

REF: #25-034 AND 25-035: APPLICATIONS FOR A REZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT WITH A SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN FOR 11004, 11026, 11032 AND 11056 OLI

2 messages

stevew@inlite.com <stevew@inlite.com> Mon, Dec 15, 2025 at 11:37 AM
To: jjaggi@crevecoeurmo.gov
Cc: blmoore@crevecoeurmo.gov

TO: Jason Jaggi / Bethany Moore

FROM: STEPHEN WEINSTOCK

Resident: 10962 Chambray Ct.

REF: #25-034 AND 25-035: APPLICATIONS FOR A REZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT WITH A SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN FOR 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD COMMERCIAL REZONING

I know there is a scheduled hearing tonight regarding the above proposal. I am sorry but I am unable to attend this meeting, but I want you to know my concerns and that of the other people in my subdivision.

We all agree that this property at the corner of Graeser and Olive Street must and should be developed. We also agree that zoning it for a commercial residential apartment project is also a very good idea and in keeping in the best interests of the city of Creve Coeur as well as its residents. However, in saying that we feel very strongly that this project must not only be developed correctly to fit into this location, but it must also be a great addition to the surrounding area and not a burden on the current residents living in the area.

After going to the meetings held by both the builder and the city, we have the following concerns that we feel still must be addressed prior to this plan and zoning being approved.

First is the overall height of the buildings. We feel that this project should not be more than three stories high in keeping with the other surrounding buildings in the immediate area. However, if this is not a major concern of those other subdivisions and residents living closer to the project then it is not a major concern for us and we can live with it.

Second and more important concern is the addition of 100 plus autos using the inter section of Olive Blvd and Graeser Rd between the hours of 7 to 9 AM and 4 to 6 PM Monday through Friday. We are not concerned with the overall traffic on Graeser Rd but just this intersection. We have reviewed the builders' traffic study and really find that it is not correct in its assumptions in this regard to the impact on this one particular intersection. We feel that the traffic flowing on to Olive and especially the traffic coming off Olive on to Graeser at these particular times per day should be addressed. We feel that in order to keep the flow of traffic coming off Olive St Blvd on to Graeser an additional right turn only lane should be added on the side of Graeser Rd where these apartments are being built. When the residents return home to their apartments and they are coming off Olive Street Blvd they will be able to go into this right turn only lane and thus will not interfere with those people coming off Olive and wanting to continue going north on Graeser. This will also help in helping to keep any backups of autos wanting to come off Olive Blvd at this key high traffic times. If this extra lane is not built at the beginning of this project, then the city needs to add an additional 25 feet in building off set on Graeser Rd to accommodate the possibility of having to build this lane at a later date. This is an insurance policy for us all. Once these buildings are built it is impossible to pick them up and move them over to add this lane of traffic in the future. This must be accounted for now and protect us in the future.

The third and one of the most important concerns we have is for the city not to give any incentives to the builder for this project. If it makes financial sense, then it will be built and if not then it should not be built. Creve Coeur residents just passed another law in order to collect more sales tax. Enough is enough Creve Coeur cannot afford to keep giving away money. Every municipality is struggling with increased costs and how to pay for them. Our schools are now also starting to suffer. As residents we do not feel that we need to give any incentives to build in our community. All these incentives do is aid the builder to sell this project to another buyer. There is no real benefit for us as residents. This project is being built as an investment to be flipped to another owner. As residents we keep trying to put money in the bucket for our

community and as alder people you keep giving it away. The answer is NO MORE INCENTATIVES FOR THIS OR ANY OTHER PROJECT.

Regards,

Steve Weinstock

Bethany Moore <bmoore@crevecoeurmo.gov> Mon, Dec 15, 2025 at 11:52 AM
To: stevew@inlite.com
Cc: jjaggi@crevecoeurmo.gov, blmoore@crevecoeurmo.gov

Steve,
Thank you for your comments. We will pass it along to the Planning and Zoning Commission. Thanks!
[Quoted text hidden]
--

Bethany L. Moore, AICP
City Planner
City of Creve Coeur
300 North New Ballas Rd
Creve Coeur, MO 63141
314-442-2087

www.crevecoeurmo.gov

Jason Jaggi <jjaggi@crevecoeurmo.gov>

graeser station

1 message

Brett Berger <bergerbrett7@gmail.com> Wed, Dec 17, 2025 at 9:50 AM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Hi Jason,

As you know I oppose the Graeser Station project due to its high density of 36 families per acre adjacent to single-family creve coeur homes with a density of 3 families per acre.

Neighbors want this property updated but it should be the correct fit.

One of the P&Z members, I believe Ms. Richter?, at the end of Monday's session asked what types of developments neighbors may prefer to see at this corner but I wasn't given a chance to reply. Please share this information with P&Z and include it in the public record. Thanks

Preferred Alternatives to a high density Apartment Complex

1. **Updated single-story retail across the full site**
   An updated retail building/experience only. Most compatible with the surrounding area, most ideal but we understand this is challenging due to land cost and retail market conditions.
   - **Example neighborhood-scale general commercial**
     Models include Schneithorst Village (Frontenac) and the Olivette development with Great Heart Brewing, ideally walkable, community-oriented, and proven to succeed in similar locations. Not necessarily these tenants specifically, but the look/feel of the site.

2. **Low-density mixed-use**
   Single-story retail with a limited second story of residential units (significantly less dense than proposed).

3. **Row houses / townhomes**
   Similar to The Vale at Olia Village lost 16 (~6 dwellings per acre) could work well at this site. The Vale looks like a great development and we believe neighbors would be amenable to this type of project if the density is similar.

Desired business uses for the site
Quality, locally oriented businesses, daily-use services neighbors might walk to and frequent regularly, such as:

- Sit-down restaurants and cafes
- Specialty food & beverage
- Bakery, deli, coffee roaster, wine shop, specialty grocer, butcher, or prepared-foods market.
- Salons and personal services
- Small family hardware or convenience retail
- Medical / wellness services
    i. Primary care, dental, physical therapy, vision care, counseling (non-urgent, appointment-based).

- Professional offices
    i. Small law, accounting, real estate, insurance, design, or consulting offices.
- Fitness & movement studios
    i. Yoga, Pilates, barre, martial arts, or small-group training (not large gyms).
- Child & family services
    i. Tutoring, music lessons, art studios, enrichment centers (non–high-traffic daycare).
- Community-oriented spaces
    i. Neighborhood meeting rooms, co-working hubs, or flexible event space tied to local use.
- Boutique retail
    i. Home goods, gift shops, bookshops, pet services, or local artisan retail.
- Senior-oriented services
    i. Non-residential senior support services (wellness, education, social services).
- Civic-compatible uses
    i. Library satellite, municipal service office, or nonprofit community offices.

--
All the best,

Brett Berger
Graeser Neighbors for Safety http://graeserneighbors.org/
314.495.4990
10 Winfield Pointe Lane, Creve Coeur, MO 63141

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Comment on Graeser Station

1 message

Suellen Meyer <smeyer10@swbell.net> Sun, Jan 18, 2026 at 2:31 PM
To: jjaggi@crevecoeurmo.gov

We oppose the proposed high-rise apartment building/retail development at Graeser and Olive.

Although we do not live near this corner, we use Olive every day and are very familiar with the traffic pattern and neighborhood. This development is much too massive for its location and will tower over surrounding retail buildings on Olive and houses on Graeser. Because the developer must optimize space in order to make a profit, there is minimal landscaping; I know it meets code but it will not soften the size of the building. In contrast, the HBE building at Olive and Mosley has a deep setback; although large, it does not dominate nearby buildings and has settled into the neighborhood.

We also worry about parking. The number of spaces meets code but barely. We worry about assumptions that people leave in the morning and return in the evening, leaving spaces free for retail. Many of our neighbors work from home and we suspect that will also be true for the residents of Graeser Station. Besides, we should err on the side of plenty of spaces rather than barely enough.

This corner space is very important to Creve Coeur and we should be confident of the project approved for it. The current shopping center is sad but that is the fault of the landowner. P&Z has a strong reputation for protecting neighborhoods. Let's maintain that reputation by saying no to a development that benefits the landdowner and developer at the expense of the residents.

Sincerely,
Richard and Suellen Meyer
11210 Still Lane
Creve Coeur

Sent from my iPad

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Southwest Corner of Graeser Rd. and Olive Blvd.

1 message

Zoe Lemcovitz <zaz3@sbcglobal.net> Tue, Jan 20, 2026 at 2:51 PM
To: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>

Mr. Jaggi - I had planned to attend tonight's Planning & Zoning Commission meeting, but am now unable to. I am writing regarding the proposed development for the southwest corner of Graeser Road and Olive Blvd. I live approximately three tenths of a mile from it.

I am opposed to the development as proposed. The proposed development doesn't fit the location vis a vis the zoning or the environs. I will focus my comments on two aspects of the project: parking and size/density.

The proposed parking will be insufficient, and the developer's position has been (1) many young people (the target demo for the apartments) don't have or want a car; and (2) during the day residents (presumably with cars) will be away at work, leaving open spaces for the retail uses. In my mind this is short sighted: (1) while some people may be able to live at the corner of Graeser and Olive without a car, the public transportation in our community is such that the majority of people cannot; and (2) I've not seen anything addressing the effect of apartment residents with cars working from home on daytime parking availability.

The initial proposal included many techniques to "beak up the mass" and "soften the mass" and there have been further modifications to this end. This says a lot about how inappropriate this project is for the site. Creating an optical illusion does not change the reality for the neighborhood.

The developer has said the size and density of the project is necessary to make it financially feasible. If this is the case, then this not the right location for this project.

Any mixed use development over 2 stories at this location does not serve the neighborhood or the Creve Coeur Comprehensive plan.

Respectfully submitted,
Zoë Lemcovitz
605 Graeser Road

Jason Jaggi <jjaggi@crevecoeurmo.gov>

RESPONSES TO APP#25-034 #25-035 from 848 Mary Meadows owner

1 message

zhihaidong <zhihaidong@gmail.com> Tue, Jan 20, 2026 at 1:18 PM
To: jjaggi@crevecoeurmo.gov, Li Gmail <huiqingli14@gmail.com>
Cc: bergerbrett7@gmail.com

Good afternoon Mr. Jaggi,

I would greatly appreciate it if you could please forward this email and its attachment to all members of the Planning and Zoning Commission. We hope that all members can receive our email and the attached material prior to this evening's meeting.

Thank you very much for your assistance.

Sincerely,
Gordon Dong
Huiqing Li
Property Owners
848 Mary Meadows Ln
Phone: **314-494-1736**

RESPONSES TO APP25-034, 25-035.pdf
1914K

Jan 22, 2026

Dear Members of the Planning and Zoning Commission,

This letter serves as a follow-up to our site plan modification proposal submitted yesterday regarding Applications #25-034 and #25-035.

As adjacent residents directly impacted by the proposed commercial restaurant dumpsters, apartment dog park, and retaining wall, we have significant concerns regarding the long-term safety, operational, and management implications of these facilities. To better understand these impacts and to ensure the health, safety, and welfare of neighboring residents, we respectfully expect to clarification from the responsible parties on the following matters:

Relocation Proposal
We have made our best efforts to identify cooperative and practical solutions and submitted what we believe to be a mutually beneficial and optimized proposal to relocate both the trash dumpsters and the dog park. If our proposal is not accepted and these facilities must remain in their current locations, we respectfully request a clear explanation of the specific reasons and the planning or policy basis requiring them to remain there.

Restaurant Trash Dumpster Policy and Controls
a. Are dumpsters required to remain open or fully enclosed with sealed lids?
b. If lids are required, what written property management policies ensure they remain closed at all times (24/7)?
c. What procedures are in place to prevent trash overflow, leakage, odors, insects, rodents, or wildlife attraction? What immediate corrective actions are taken if dumpsters are left open or sanitation issues occur?
d. How will property management monitor and enforce dumpster compliance on a real-time, 24/7 basis?

Dog Park Policy and Safety Management
a. What are the permitted operating hours, and what dog size, weight, or breed restrictions are specified in the written property management policy?
b. What fencing and construction standards will be implemented to ensure long-term structural durability and safety? What construction fence measurement will prevent aggressive behavior, jumping, rushing, or other hazards to neighboring residents in the apartment building lifecycle?
c. How will dog noise be controlled to avoid disturbance to nearby homes?
d. How will property management provide continuous (24/7) monitoring, supervision, enforcement, and immediate action when issues arise?

Retaining Wall Lifecycle Safety and Planning
a. We respectfully request to see the lifecycle studies and engineering analyses addressing its lifecycle durability and performance, not solely minimum building code compliance. What protections are in place against long-term deterioration, collapse, storm water failure, flooding, runoff, or soil displacement that could impact adjacent properties?
c. What maintenance, inspection, and replacement plans exist to ensure the retaining wall remains safe throughout the lifetime of the development?

Given the potential impacts on public safety, sanitation, and neighboring properties, we believe these questions are reasonable and necessary for informed decision-making. We respectfully wish that the Commission review these matters and ask the responsible parties to provide written clarification or guidance.

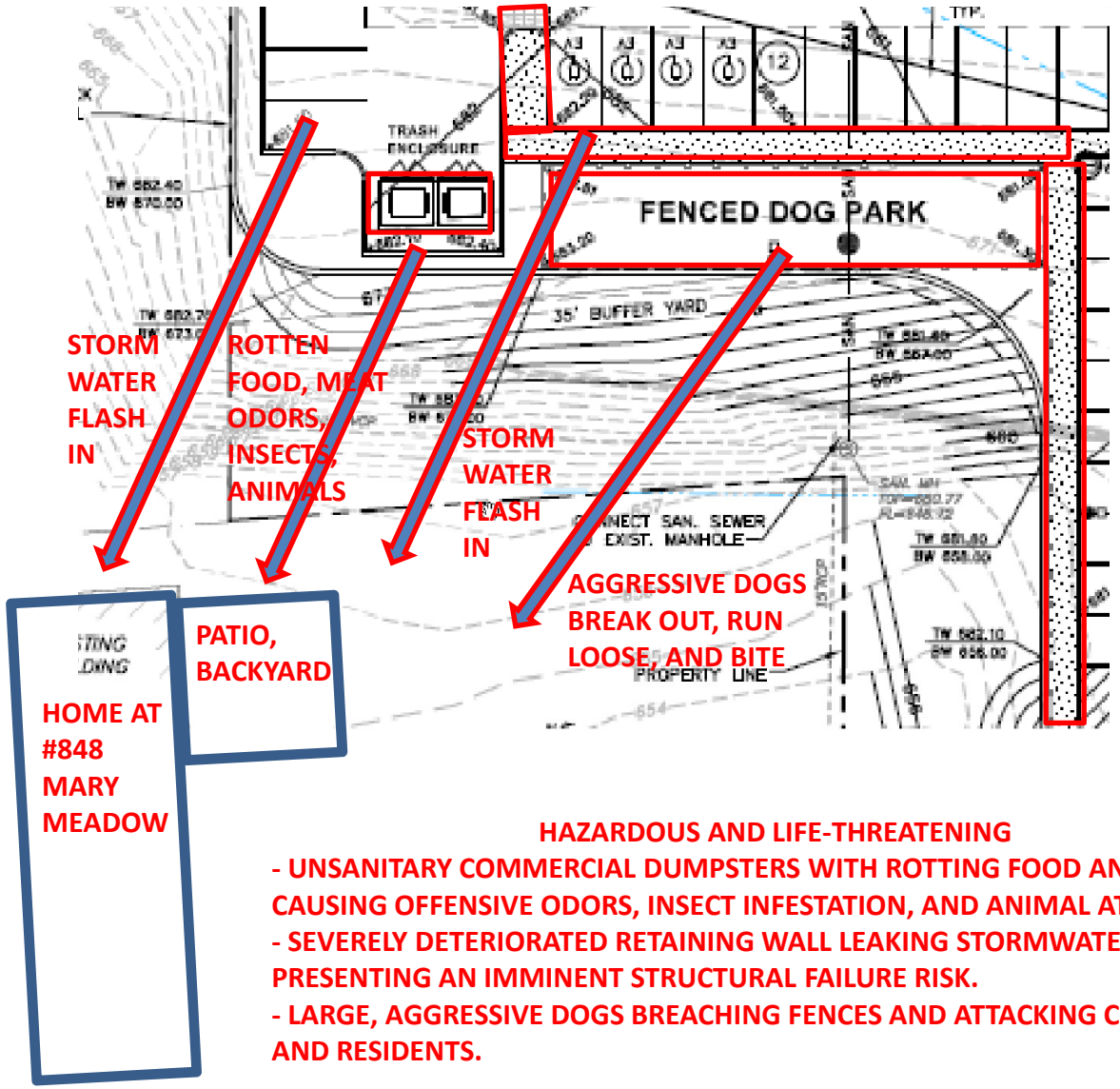
Thank you very much for your time, consideration, and service to the community. We sincerely appreciate your attention to these important concerns.

Sincerely,

Gordon Dong
Huiqing Li
Property Owners
848 Mary Meadows Ln
St. Louis, MO 63141
Phone: 314-494-1736

RESPONSES TO APPLICATIONS #25-034 AND #25-035

VOICE FROM THE 848 MARY MEADOW LN RESIDENTS — THIS MUST NOT HAPPEN AGAIN!!

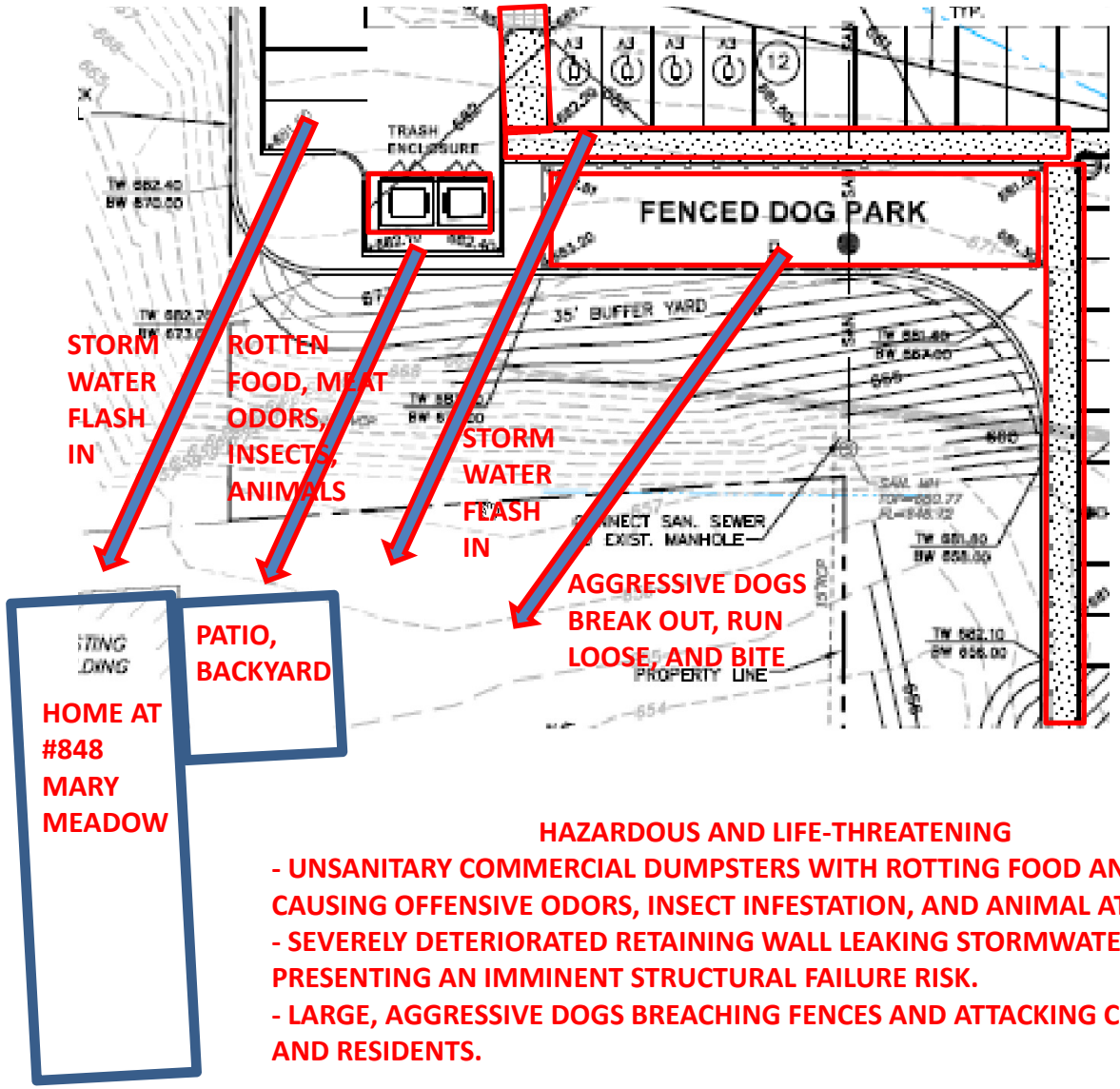


HAZARDOUS AND LIFE-THREATENING

- UNSANITARY COMMERCIAL DUMPSTERS WITH ROTTING FOOD AND MEAT CAUSING OFFENSIVE ODORS, INSECT INFESTATION, AND ANIMAL ATTRACTION.
- SEVERELY DETERIORATED RETAINING WALL LEAKING STORMWATER AND PRESENTING AN IMMINENT STRUCTURAL FAILURE RISK.
- LARGE, AGGRESSIVE DOGS BREACHING FENCES AND ATTACKING CHILDREN AND RESIDENTS.

RESPONSES TO APPLICATIONS #25-034 AND #25-035

VOICE FROM THE 848 MARY MEADOW LN RESIDENTS — THIS MUST NOT HAPPEN AGAIN!!



HAZARDOUS AND LIFE-THREATENING

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RESPONSES TO APPLICATIONS #25-034 AND #25-035

VOICE FROM THE 848 MARY MEADOW LN RESIDENTS — THIS MUST NOT HAPPEN AGAIN!!

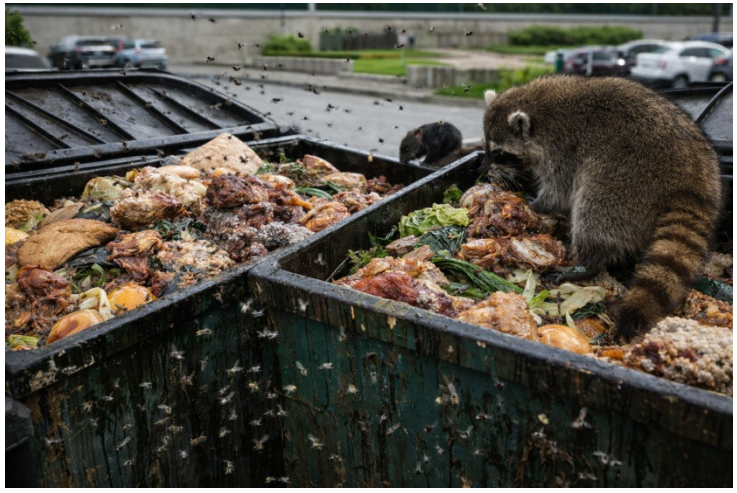




GORDON WAS BITTEN BY A LARGE DOG IN 2024, AND THE SEVERE LITIGATION AND MAJOR COMPENSATION PROCEEDINGS ARE ONGOING.



Edenrock Apartments (9480 Olive Blvd, Olivette, MO 63132): A severely deteriorated parking lot retaining wall is leaking stormwater and poses an imminent risk of structural failure. Neighbors are in the process of litigation.



NO ONE CAN BREATHE OR LIVE SAFELY BESIDE THIS

RESPONSES TO APPLICATIONS #25-034 AND #25-035

VOICE FROM THE 848 MARY MEADOW LN RESIDENTS — THIS MUST NOT HAPPEN AGAIN!!

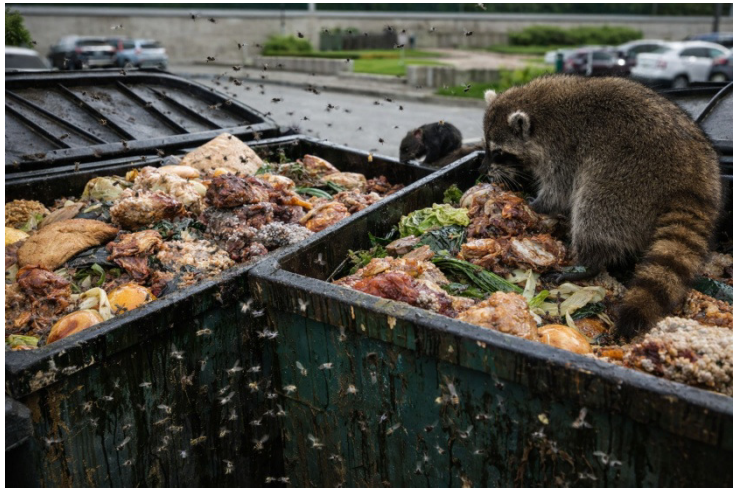




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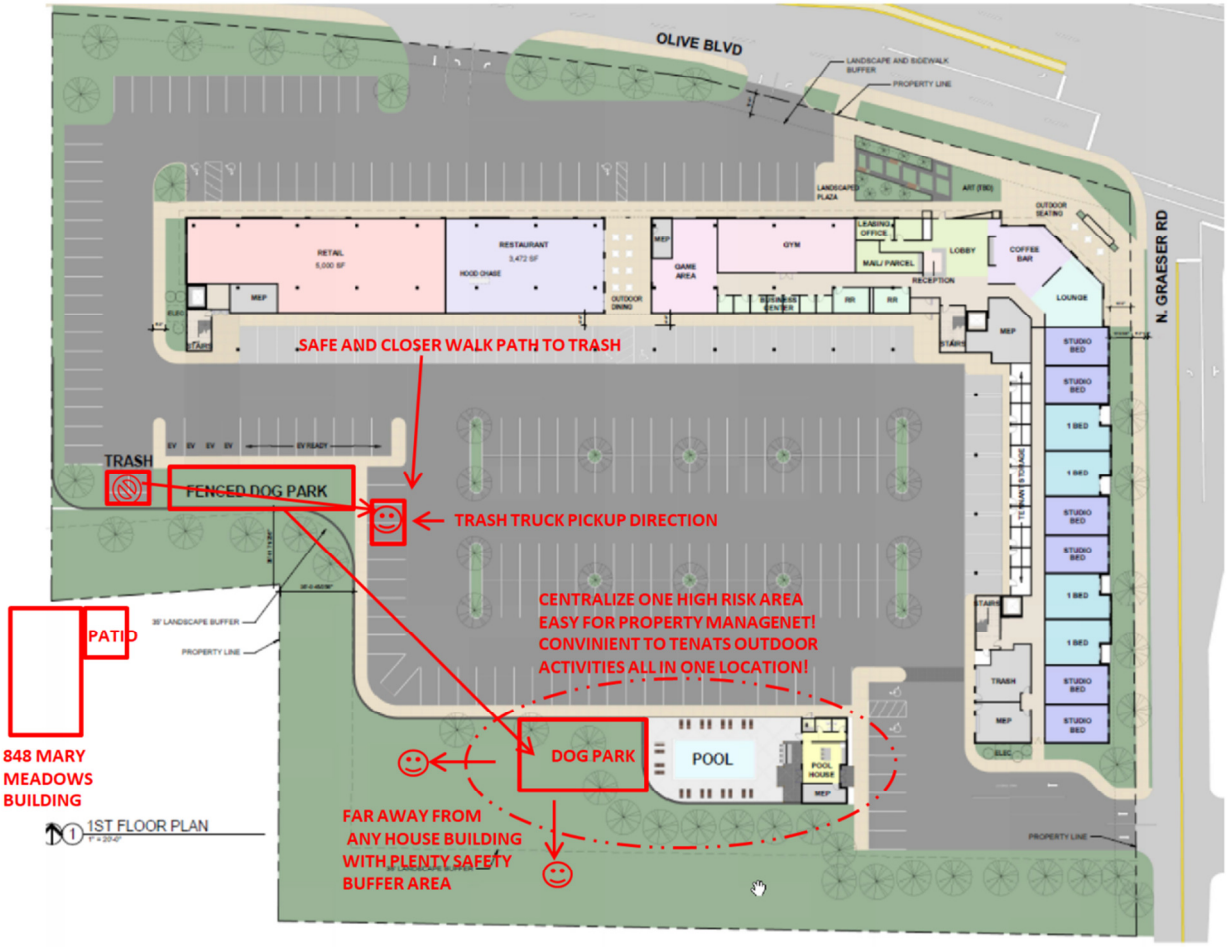


Edenrock Apartments (9480 Olive Blvd, Olivette, MO 63132): A severely deteriorated parking lot retaining wall is leaking stormwater and poses an imminent risk of structural failure. Neighbors are in the process of litigation.



NO ONE CAN BREATHE OR LIVE SAFELY BESIDE THIS

Proposed Site Plan Modification For APP #25-034 / #25-035



Dear Members of the Planning and Zoning Commission:

We respectfully submit the following site plan modification proposals for your review and consideration. These recommendations are based on safety engineering principles, long-term risk management, and operational practicality. The intent is to reduce foreseeable hazards, improve accessibility, and ensure the project remains safe, durable, and defensible over its full life cycle.

1. Relocation of Trash Dumpster Area to Adjacent Parking Lot Location

We propose relocating the trash dumpster area to the parking lot location closer to the commercial building. This location provides shorter, level pedestrian access to the trash dumpsters and eliminates the need to traverse sloped and long pathways to the current trash dumpsters location. These slopes present increased risk during rain, ice, and snow conditions, particularly during winter months.

The proposed location also improves compliance with reasonable safety expectations and allows unobstructed access for refuse collection vehicles, with sufficient turning radius and staging space for safe and efficient pickup operations.

2. Consolidation of Dog Park and Swimming Pool into a Single Managed Amenity Zone

We propose relocating the dog park to the same general area as the swimming pool, creating a centralized amenity zone. Both the dog park and swimming pool are recognized as higher-risk facilities requiring ongoing monitoring, maintenance, and supervision.

Consolidating these amenities allows centralized management, observation, and enforcement by property staff, improves emergency response efficiency, and reduces operational complexity. This configuration also increases resident convenience by clustering outdoor activities and enables integrated landscape and garden design, enhancing aesthetics, overall property value, and rental appeal. From a planning and risk-management perspective, centralizing higher-risk uses is a widely accepted best practice.

3. Redesign of 18-Foot Retaining Wall Using a Tiered, Multi-Level System

The current site plan includes a retaining wall approximately eighteen (18) feet in height, which presents long-term structural and safety considerations.

While the wall may meet current design standards, retaining wall failures frequently occur decades later due to soil movement, hydrostatic pressure, erosion, or material fatigue. Such failures can result in sudden collapse, property damage, or personal injury.

We propose replacing the single tall retaining wall with a tiered, multi-level retaining system to reduce structural load, improve long-term stability and drainage performance, and lower the risk of catastrophic failure. This approach represents a more conservative and resilient engineering solution and significantly reduces long-term safety and liability exposure.

Conclusion

These proposed modifications are intended to ensure the project is not only code-compliant at completion, but also safe, stable, and defensible throughout its life cycle. Proactively addressing foreseeable risks during the planning stage reduces the likelihood of future safety incidents, civil liability, or regulatory disputes.

Thank you for your time and consideration. We remain available to answer any questions or provide further clarification.

Respectfully submitted,

Gordon Dong and Huiqing Li
Owners at 848 Mary Meadows Lane
Phone: 314-494-1736
Email: zhihaidong@gmail.com

February 18, 2026

Planning and Zoning Commission
Creve Coeur, MO

Re: Formal Objection to Proposed Trash Enclosure Placement Adjacent to 848 Mary Meadows Ln

Dear Members of the Commission:

We write to respectfully submit our formal objection to the proposed placement of a trash enclosure immediately adjacent to our residence located at 848 Mary Meadows Ln.

The proposed location of the commercial trash dumpsters presents a significant health and safety hazard to our family, which is **ABSOLUTELY NOT ACCEPTABLE!!!**

We respectfully request that the Commission deny approval of the proposal in its current form and require that these restaurant commercial trash dumpsters be relocated to a more appropriate location that does not adversely affect neighboring residents.

Please be advised that, in the event this proposal is approved as currently presented, we will pursue all available legal remedies to protect our rights and interests, including, but not limited to, initiating formal legal action in St. Louis County Court against the appropriate parties.

We trust that the Commission will give due consideration to the serious nature of these concerns and act accordingly. We remain hopeful that this matter can be resolved through proper review and reasonable modification without the need for litigation.

Thank you for your time and consideration.

Respectfully submitted,

Gordon Dong
Christine Li
Property Owners
848 Mary Meadows Ln

Bethany Moore <bmoore@crevecoeurmo.gov>

Garrison Company webpage re Graeser Station

L R <lrezny@hotmail.com> Fri, Mar 13, 2026 at 9:47 AM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>

From Linda Rezny, living less than a block from the development
Unedited copy of the Graeser Station page on Garrison Companies webpage. The bold type face in the middle of this copy was in the original.

SEE MY COMMENTS BELOW THIS COPY

https://garrisoncompanies.com/olive-creve-coeur-project/

"GRAESER STATION

Graeser Station is a proposed mixed-use development consisting of luxury, market-rate, existing out of 157 rental units and 8,357 square feet of retail space to be located at the SWC of Olive Blvd and Graeser Road, Creve Coeur, MO, numbered as 11004-11056 W. Olive Blvd and 825-827 Graeser Road. It will involve the razing of an old strip center currently on site.

Creve Coeur is a prosperous and active mid-county suburb of St. Louis with excellent schools, shops, offices, and restaurants. Just 6 blocks to the west is the City Place mixed-use development. A few blocks further is the I-270 interchange, which provides ease of travel by car around the metro area and to all major employment centers.

Upon completion, the project will offer a total of 168 multifamily units in a single 4-story building (3 stories of wood frame over retail on the north leg and tuck-under parking garages on the east leg). The building will have a pool in the SW corner of the site with festoon lighting, shade sails, a fire pit, a turfed area for yoga/exercise, an outdoor kitchen, and a hot tub for its residents. A glass-enclosed fitness room and a community room will be in one of the buildings on the ground floor, adjacent to the leasing office. There will also be a bike storage/bike-washing area, a pet-washing area, and storage spaces for the renters.

The nature and timing of the entitlements required are as follows: 2 months to get Conceptual Plan approval, 4 months for Preliminary Development Plan approval, and 5 months to get the public assistance required for the project.

The units will have balconies/patios, high-end appliances, 9–10-foot ceilings, in-unit washer/dryers, ceiling fans, and central heat/air conditioning. The construction will be of high quality and complement the surrounding neighborhood.

Project costs will total approximately 48.6 million dollars, consisting of equity generated from the sponsor and the LP, a permanent/construction loan, 353 tax abatement, and sales tax waivers with a CID and TDD from the City of Creve Coeur. Steadfast City has been retained to assist the developer in acquiring the necessary assistance for the project. The site is blighted with environmental issues from a former dry-cleaning operation, difficult site elevations, and a strip center with 90% vacancy. The developer will demonstrate the need for tax abatement, CID, and TDD assistance, not unlike the Olio Village in Creve Coeur, which was another infill site craving redevelopment that received the same assistance.

The project developer is Garrison L. Hassenflu. Mr. Hassenflu is the Sole Member of Garrison Community Development, LLC, the development entity. Mr. Hassenflu is also the Sole Member of Garrison Community Management, LLC, the property's property manager. These companies and other affiliated companies comprise the umbrella entity, Garrison Companies (www.garrisoncompanies.com). Mr. Hassenflu has over twenty-five years of experience in development, having developed over $140,000,000 in affordable and mixed-income living units totaling over 1400 units in 6 states. Currently, he has a portfolio of 350 units, having sold 90% of his projects, and has 350 units under construction (or soon to be under construction) for luxury market rate living in his hometown of Kansas City. His work has received national acclaim from the National Housing and Rehab Association.

The project will be constructed by Raineri Construction, St Louis, and designed by HDA Architects, St. Louis.

We expect a June 15, 2026 construction start with a January 15, 2028 completion. We anticipate an absorption of 25 units per month, which is comparable to other area sub-market lease-ups"

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COMMENTS Quotes from the Garrison webpage are in regular type, my comments are in **Bold**

"The building will have a pool in the SW corner of the site with festoon lighting, shade sails, a fire pit, a turfed area for yoga/exercise, an outdoor kitchen, and a hot tub for its residents.'

Not just a quiet pool, a party pool. This is common in apartment complexes now, but this pool would be on the neighbors side of the property. At The Oliver, Vanguard Heights and the Vue, the pool is surrounded by the building(s) and so the noise is contained on the property. No so at the proposed Graeser Station. The party pool, fire pit and hot tub and all their noise are exposed for the neighbors. I doubt if the neighbors would appreciate being exposed to the noise. Also, when a pool is surrounded by the units, the other apartment residents will be likely to monitor the volume, but not here. The pool area will be open until 10PM. In most residential neighborhoods that might suffice for the rare pool party, but this will be every day. And when the pool gates are closed, where does the party go? To the open grass space to the west or the tables and chairs between the restaurant and the Game room or to the parking lot, or across the street to the Credit Union ?

"There will also be a bike storage/bike-washing area, a pet-washing area, and storage spaces for the renters." **So proposed places for bikes and pet washing. As requested by the neighbors, no noisy Dog park. But obviously Dogs and bikes. Nice amenity for apartment residents, but both mean a major increase in people in the surrounding area, walking dogs with their droppings, bike riding and certainly walking/jogging. According to Zillow, 40% of Apartment dwellers own dogs. 147 units x 40% = 58.8 or 59 dogs needing relief and exercise, along with their owners. And the other residents need to get out of their tiny apartments. And the lovely residential streets are so much more inviting than Olive!**

"Project costs will total approximately 48.6 million dollars, consisting of equity generated from the sponsor and the LP, a permanent/construction loan, 353 tax abatement, and sales tax waivers with a CID and TDD from the City of Creve Coeur. "

TAX ABATEMENTS ! Denying money the Ladue school and the other institutions that the rest of us support

"The site is blighted with environmental issues from a former dry-cleaning operation, difficult site elevations, and a strip center with 90% vacancy. The developer will demonstrate the need for tax

abatement, CID, and TDD assistance, not unlike the Olio Village in Creve Coeur, which was another infill site craving redevelopment that received the same assistance. "

What? The already demolished dry cleaners, closed for year is still an environments issue! Flimsy excuse to get a 353 Tax abatement.

Most locations in St Louis County have uneven ground and require grading.

The 50% of the vacancy was the result of the owners removing the tenants to enable new construction.

"Mr. Hassenflu has over twenty-five years of experience in development, having developed over $140,000,000 in affordable and mixed-income living units totaling over 1400 units in 6 states. Currently, he has a portfolio of 350 units, having sold 90% of his projects, and has 350 units under construction."

At Planning and Zoning a claim was made that the company is in it for the long haul, yet 90% of his projects have been sold.

Bethany Moore <bmoore@crevecoeurmo.gov>

Opposition to Rezoning Proposal – Graeser Road & Olive Blvd

Rob Hubert <rob.hubert@leadforresults.net> Sun, Mar 15, 2026 at 6:11 PM
To: jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov
Cc: Sandi Hubert <sandi.hubert@leadforresults.net>, dspence@crevecoeurmo.gov

Dear Jason and Bethany,

We are writing as **residents of Woodshire Lane** to formally express our **strong opposition** to the proposed development.

One of the most immediate concerns is **traffic safety on Olive Boulevard**. Residents of Woodshire Lane already experience **significant difficulty making a left-hand turn onto Olive**, especially during peak traffic hours. The volume and speed of traffic on Olive make safe entry onto the roadway challenging today. Adding a high-density development nearby will inevitably introduce **substantially more vehicle trips**, further increasing congestion and creating additional turning conflicts that will **exacerbate an already unsafe condition for neighborhood residents**.

The proposed **density of 33 units per acre** is also deeply concerning. This level of density is **fundamentally incompatible with the surrounding single-family residential character** of the neighborhood. A development of this scale represents a significant departure from the established land use pattern and raises serious questions about **appropriate zoning, infrastructure capacity, and neighborhood compatibility**.

Introducing this level of density directly adjacent to long-established single-family homes risks **undermining property values, increasing traffic and parking pressure, and altering the residential character that homeowners relied upon when choosing to live in this community**. Residents have made substantial long-term investments in their homes with the expectation that nearby development would remain consistent with the existing character of the area.

Additionally, developments of this intensity can create **precedent-setting pressures for further high-density projects**, which could gradually transform the character of the broader neighborhood in ways that existing residents never anticipated.

For these reasons, We strongly urge you and the appropriate planning authorities to **carefully reconsider this proposal and either reject it outright or require substantial revisions that significantly reduce the proposed density and fully address the traffic safety issues along Olive Boulevard**.

Decisions of this magnitude should prioritize **resident safety, neighborhood compatibility, and the protection of existing homeowners**, all of which appear to be at risk under the current proposal.

Thank you for your time and consideration of the concerns of those who live in this community.

Sincerely,

Rob & Sandi Hubert

Fwd: Olive and Graeser apartment building

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Mar 16, 2026 at 3:31 PM
To: Claralyn Bollinger <cbollinger@crevecoeurmo.gov>

Claralyn,
Please see the additional comment below for P&Z distribution.

Thanks,
--Jason

---------- Forwarded message ---------
From: **Beth Levy** <levybk@swbell.net>
Date: Mon, Mar 16, 2026 at 3:01 PM
Subject: Olive and Graeser apartment building
To: <Jjaggi@crevecoeurmo.gov>

Dear Mr.Jaggi,

Our household did not get city newsletters detailing the newly planned development and community feedback mechanisms. Signage is poor. How does one drive down Olive and capture a QR code? My curiosity got the best of me & I checked the website; my e-mail may be too little, too late.

I urge Creve Coeur P & Z to reconsider the planned apartment building at Olive and Graeser. Thanks for nixing the QT, but the apartment building is not the answer either. As a nearby resident, the build outs on the Olive corridor are a cause for concern. There is no advantage to the community in putting a hundred plus rental unit on a small plot of land. Preexisting homes backing to the building are significantly impacted by the gross absence of buffering green space and the front of the building crowds the Olive corridor as well; the land is simply insufficient. I live off Spoede but I feel for residential property owners off Graeser.

What does Creve Coeur envision for its future? The city's long term planning did not anticipate the dismantling of the former Monsanto campus. There are also numerous small properties on Olive between Lindbergh and Ballas that are ripe for additional development. The Nest is a prime example of a visually distasteful building crammed on a small lot hovering over Olive with insufficient frontage. The apartments along Old Olive are equally over-built and, aside from tax dollars, have no discernible community value added. It can't be their shopping dollars, the restaurants and nearby cinema are dying.

What should Creve Coeur look like? What will keep it vital? How should its commercial development mature and best serve the community and cohabitate with home owners? The apartment building proposed at Olive & Graeser has rental units which are overwhelmingly studios and one bedrooms. Are transient singles or couples a target populous? As an aside, with the current housing problems why is the old Monsanto land not contributing upscale single family homes and condos as opposed to rentals?

I can't make heads or tails of the traffic study for the Olive & Graeser apartments-don't need to. Nobody does. Traffic on Olive is deplorable. Packing uninspired rental units along the corridor is clearly not helpful.

Creve Coeur, and Olive Boulevard in particular, has great potential. I urge city leaders to be more thoughtful in approaching how properties are redeveloped so that a cohesive plan which enhances the community guides development. Developers will always want greater density. Especially when they're from out of town, they have nothing to lose.

Please figure out a better way to communicate to residents. Good grief, a yard sign with a QR code is the best we have? Have developers post large signage, bill boards if need be, with renditions of the projects so we can see what's being proposed when we drive by. Figure out a way of targeting a radius of those who have agency that's proportional to the project's scale. Require developers pay for it, but have the city control it. Apologies for not crediting the newsletter as sufficient, but it's a single mode of outreach which our household didn't get.

Thanks for your consideration.

Respectfully,
Beth Levy M.D.
10663 Country View Drive
314-616-7323

Sent from my iPhone

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Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

www.crevecoeurmo.gov

Bethany Moore <bmoore@crevecoeurmo.gov>

Graeser Station Proposal – Density and Plan Consistency Concerns

1 message

Brett Berger <bergerbrett7@gmail.com> Mon, Mar 16, 2026 at 4:00 PM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, "bmoore@crevecoeurmo.gov" <bmoore@crevecoeurmo.gov>, Mayor Council <mayor-council@crevecoeurmo.gov>

Hello Jason, Bethany, and Creve Coeur Council Members,

I am writing to formally express my very strong opposition to the Graeser Station proposal as currently submitted.

I support redevelopment of the site, but it must occur at a scale consistent with the City's adopted Comprehensive Plan. The plan establishes a maximum density of 20 units per acre for this area, while the proposal is approximately 33 units per acre. If the Comprehensive Plan is believed to be outdated, per Jason Jaggi, the appropriate step is to formally update the plan and ordinances, not approve projects that significantly exceed the adopted guidance.

The proposed density also represents a dramatic shift relative to the surrounding context. Adjacent neighborhoods are maximum of 1 to 3 homes per acre, while this proposal is more than 11 times that density. That is not a gradual transition in scale.

The project footprint also represents a substantial increase in built intensity. The site historically supported roughly 25,000 square feet of retail across both buildings previously on the parcel. The proposal introduces approximately 166,000 square feet across four stories, with a footprint around 44,000 square feet. That scale of change warrants very careful consideration relative to the Comprehensive Plan and surrounding single-family neighborhoods, and considering precendent.

In my view, discussion of details such as parking counts, amenities, or site features is premature. Those elements will naturally change once a development of an appropriate scale is proposed. The primary issue is that the overall size and density of the project substantially exceed what the City's plan anticipates for this location.

I strongly support redevelopment of the property, but the proposal needs to be significantly reduced in scale to align with the City's planning framework and neighborhood context.

Please consider and include my notes as part of tonights P&Z meeting that I am unable to attend in person.

Thank you.

Respectfully,

Brett Berger
Graeser Neighbors for Safety http://graeserneighbors.org/
314.495.4990
10 Winfield Pointe Lane, Creve Coeur, MO 63141

Bethany Moore <bmoore@crevecoeurmo.gov>

Parking study for Graeser Station and 85th percentile

1 message

L R <lrezny@hotmail.com> Mon, Mar 16, 2026 at 4:50 AM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Bethany Moore <bmoore@crevecoeurmo.gov>

In normal circumstances an apartment building of this size would require 259 parking spaces and they have 260. Then they add more uses and bringing other cars. They justify this using lots of tables, but there are problems

1) In the Parking study, the "peak" was defined as the 85th percentile. So most frequently, the number chosen for the peak will be enough. But 15% of the time the parking needed will be a larger number that is not accounted for. How many more cars will need parking the other 15% of the time?

2) The figures were taken from tables that considered the size of the development and whether there was public transportation, but did not take into account the age of the residents. Young people are the target demographic for this Apartment proposal. Young people and their friends at the pool. Childless young people entertaining their friends who arrive by car.

Although they claim 260 is more than adequate, what does real life tell us.
In another email I detailed the real life experience of the neighbors for The Oliver. It was recently built and so that City presumably used the same kind of tables. Olivette did not even have to figure a fast food restaurant and retail on the same spot. Yet the neighbors say there are cars from The Oliver parking on their street when the parking garage gets too full. Not everyday, just when there are too many visitors. This is in addition to the litter and the dog poop.

I guess the over flow cars are on the days when the 85th percentile is exceeded.
Or did the parking study for the Oliver also neglected to pay attention to the demographics and the attraction of a pool?
Do the neighbors on the adjacent streets want these excess cars that were not accounted for?

Under the ordinances if the parking under these exemptions is a nuisance, the agreement with the City can be rescinded. "Such approval may, with fifteen (15) days' prior written notice, be rescinded by the City Council and additional parking shall be obtained by the owners in the event that the City Council determines that such joint use is resulting in a public nuisance or is otherwise adversely affecting the public health, safety or welfare."
But since no other source of additional parking is available, what happens? Will the retail and restaurant have to be closed, permanently? Is there another use requiring less parking and viable at this location? How could they make the space into more apartments as the 147 units require 259 of the 260 spaces if it is not mixed use?

Do you really want to make exceptions to build this huge tower? You can not take it down if it creates problems.
The only benefits they cite are "pedestrian connections, plazas, and architectural quality." The Plaza is in a terribly noisy location on Olive and so not attractive. People sit out by the street in the Loop, but Delmar is quiet there. Pedestrian connections and architectural quality are a requirement. How does this project provide a unique benefit to the neighborhood to allow an exception.

You do not have to give them this exception. The property owner needs to find a use that fits the lot and the neighborhood and conforms to the Comprehensive Plan.

Some people find the current state of the lot to be an eyesore, but this is the choice of the owner and is temporary, Building the wrong thing here will be permanent. It took years for the landowner to find the right businesses for 11100 and 11118 Olive but Complete Wedding and TimeKeepers fit the neighborhood and are doing well. The landowner at Graeser and Olive needs to read the list of appropriate uses Brett Berger has suggested.

I should also say that at the start there was a problem at Complete Wedding with the DJs partying outside the building after their wedding gig was over. After complaints, the company owner stepped up and made the DJ employees go inside. It is much harder to force tenants to keep the noise down, pick up dog poop and litter and find a place for the excess cars.

Summary: Depending on data that does not take into account all the variables makes trouble in real life that is hard to remedy. You do not have to give this parking exemption. Doing it wrong can cause permanent harm and may even compromise the viability of the project. There are more appropriate uses for this spot.

Thank you
Linda Rezny

Bethany Moore <bmoore@crevecoeurmo.gov>

Missing from the Feb traffic study

1 message

L R <lrezny@hotmail.com> Mon, Mar 16, 2026 at 1:17 AM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Bethany Moore <bmoore@crevecoeurmo.gov>

The traffic study predicted traffic generated by the proposed Graeser Station.
They left out some details. The Shops and Restaurants at the previous strips were not generating trips for all the hours an Apartment building would. The extra cars will be 24 hours of added traffic on the smaller streets, especially Graeser.

More importantly, getting to Lindbergh is a right turn and not far, but after the Olia is built, Olive will be even more congested to the east. Who would choose to take congested Olive at rush hours when they can use Graeser to Ladue to then access Lindbergh.
Why mess with the light to get a left on Olive for 270 when you can take Graeser to Ladue to 270?

Yet they "estimated" only 5% of cars would use Graeser! Estimated on what basis?
The other "estimates" were based on figures from official handbooks. I not see any thing to supporting 5%. Funny how they chose the same number, 5%, for the part of traffic using Graeser, Mosley, Spoede and Schulte. Seems unrealistic the number would be the same for each. But they only have to make a report, they will not live here for decades as many of the residents have or will.

Their
figure under estimate the impact on Graeser. The real life increase in traffic especially on Graeser for all hours will change the character of the neighborhood and the pavement.

See their paragraph below.

Graeser Station TIS
HRG 2403633.03 Creve Coeur, MO
February 2026 Page 14
"Traffic Distribution and Assignment - Traffic distribution to and from the proposed site will be influenced by the actual land uses, surrounding population centers, employment hubs, major transportation corridors, and existing vehicle patterns. Olive Boulevard will serve as the primary access roadway to the development. To the north of the site are several retail shops and commercial properties; a bank and residential units to the east; a residential neighborhood to the south; and retail stores and residential units to the west. Olive Boulevard and Graeser Road are expected to function as the main access routes for local traffic. **It is estimated that 80% of site-generated traffic (both inbound and outbound) will utilize Olive Boulevard to and from the east (40%) and the west (40%). It is also recognized that a portion of the distribution will utilize other linkage route to avoid heavy traffic on Olive Boulevard, namely 5% could use Mosley Road, Spoede Road, and Graeser Road to and from the south; and 5% is expected to use Schulte Road to and from the north.** Due to the high through volumes along Olive Boulevard, it is anticipated that most outbound left-turn movements generated by the site will utilize the signalized intersection at Graeser Road and Olive Boulevard by accessing Graeser Road via the South Site Drive 3. The regional trip distribution and local traffic assignments can be seen in Exhibits 3 and 4"

Thank you

Linda Rezny

Bethany Moore <bmoore@crevecoeurmo.gov>

Re: [Mayor-Council] Proposed Apartment Complex and Graeser Rd. and Olive Blvd

1 message

Sharon Stott <sstott@crevecoeurmo.gov> Mon, Mar 16, 2026 at 3:18 PM
To: "reon1@aol.com" <reon1@aol.com>
Cc: Mayor Council Creve Coeur <mayor-council@crevecoeurmo.gov>
Bcc: bmoore@crevecoeurmo.gov

Mr. O'Neill,

Thank you for taking the time to submit your comments about Graeser Station, a planned mixed-use development. Your comments have been forwarded to the Planning Department.

Sincerely,

On Mon, Mar 16, 2026 at 2:59 PM 'reon1@aol.com' via Mayor Council <mayor-council@crevecoeurmo.gov> wrote:

> Mayor and Council Members,
>
> I am completely against the proposed apartment development at the corner of Graeser Rd. and Olive Blvd. for numerous reasons.
>
> This intersection is and has been a commercial property and should remain as such. A four story, one
> hundred sixty plus unit apartment complex at this intersection is not in the best interests of the Creve Coeur
> residents. The huge Olia Village development and future development on the Bayer East campus along with the
> new Schnucks store are more than enough to cause increased traffic and congestion. An apartment complex does not fit the area as it backs up very closely to residential properties. The residential neighborhoods along Graeser will be dramatically affected with increased traffic. An apartment complex is a 24 hour operation with increased noise, light pollution and general disruption for the adjacent residents. Take a look at the Creve Coeur bimonthly police reports to view the various crimes that occur at apartment complexes throughout the city.
>
> As a 48 year resident of Creve Coeur, I ask for you to consider not approving this apartment complex proposal.
>
> Richard O'Neill
> 150 Brooktrail Court

--
Sharon Stott
Assistant City Administrator
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
P| 314-872-2516
F| 314-872-2539
sstott@crevecoeurmo.gov
www.crevecoeurmo.gov

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141

(314) 432-6000 • www.crevecoeurmo.gov

APPLICATIONS TO PLANNING AND ZONING COMMISSION #25-034 AND 25-035: APPLICATIONS FOR A REZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT WITH A SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN FOR 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD

FOR THE MEETING OF: January 20, 2026

LOCATION: 11004, 11026, 11032, and 11056 Olive Boulevard and 825 and 827 Graeser Road. Zoned GC-General Commercial Zoning District.

REQUEST: Garrison Hassenflu, of Garrison Companies, has submitted a rezoning application and a site concept plan and site development plan application for the lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road in order to construct a new four-story, 157 residential unit, mixed-use development with approximately 8,500 square feet of first floor retail named Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned "GC"-General Commercial Zoning District. The request is to rezone the properties to "PMD" Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required.

ADDITIONAL INFORMATION: This project was previously before the Planning and Zoning Commission on December 15, 2025 and was continued to a future meeting date.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the use integrate with the surrounding area?
- Does the request meet with the criteria for Planned Zoning Districts as provided in Section 405.390?
- Does the project provide Public Benefits and meet the Design Criteria as a Planned Mixed-Use Development District?

Creve Coeur 2030 Plan References

- Neighborhood Commercial (NC) District
- East Olive Corridor Recommendations
- Design Guidelines

Zoning Code References

- Section 405.360: GC-General Commercial Zoning District
- Section 405.390: Planned Zoning Districts
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

APPLICANT:	Garrison Hassenflu Garrison Companies 2001 Shawnee Mission Parkway, Ste. 250 Mission Woods, KS 66205	**PROPERTY OWNER:**	Tom Stern Gershman, CRE 150 N. Meramec Ave, Ste. 500 St. Louis, MO 63105

REPORT PREPARED BY: BETHANY L. MOORE, AICP, CITY PLANNER
JASON JAGGI, AICP, DIRECTOR OF COMMUNITY DEVELOPMENT

ATTACHMENTS:
Applicant's Revised Materials received November 7, 2025
Applicant's Parking Study dated October 21, 2025 by Lochmueller Group,
Traffic Impact Study, January 2026, prepared by HR Green
Public comments received, December 15, 2025 Staff Report,
MoDOT response to Traffic Impact Study dated January 16, 2026

PROJECT BACKGROUND

The applicant, Garrison Hassenflu of Garrison Companies, has submitted applications for a Site Concept Plan, Site Development Plan and a rezoning for 6 lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road for a Mixed-Use Development, known as Graeser Station, at the southwest corner of Olive Boulevard and Graeser Road. The development is comprised of a four-story mixed-use building with 157 studio, 1- and 2-bedroom residential units and 8,472 square feet of first floor retail space. All 6 properties, when combined total 4.42 acres, and are currently zoned "GC"-General Commercial. The applicant is seeking to rezone the parcels to "PMD" Planned Mixed-Use Development zoning district in order to move forward with the project, as the project would not be possible under the requirements of the current zoning district. The applicant will be applying for a boundary adjustment to combine the parcels into one lot, which will need to be submitted prior to the Planning and Zoning Commission taking formal action on this request. The applicant was last before the Planning and Zoning Commission on December 15th, 2025 for the initial presentation of the project components. No vote was requested at that time, and the item was continued to a future meeting date. The applicant and his consultants, Steadfast City, are seeking feedback and direction from the Commission for a future revised submission.

SUMMARY OF DECEMBER 15TH MEETING

The first public hearing for the Graeser Station Planned Mixed Use Development Rezoning application with a Site Concept Plan and a Site Development Plan was held at the December 15, 2025 meeting. The item was continued to a future meeting date to allow the Commission time to review the information presented. The staff report, application and applicant's materials from the December 15th meeting are included in the agenda packet for the January 20th meeting. At the December 15th meeting, the applicant and their consultants presented the proposal for Graeser Station. In order for the project to move forward with the Site Concept Plan and Site Development Plan, the property will need to be rezoned to Planned Mixed Use Development District, "PMD." In addition to presenting the components of the project and the applications, the applicants presented the project's alignment with the City's Comprehensive Plan. The applicant's consultant, Julie Nolfo, presented the Shared Parking Study that was done for the project to determine how many parking spaces would be needed for the project based on demand for the proposed uses, as allowed for by Section 405.800.G.4 of the Zoning Code.

Staff followed the applicant's presentation with a presentation exploring the Comprehensive Plan recommendations for the Neighborhood Commercial Place Type District within the East Olive Corridor, the requirements of the Planned Zoning District procedures, and the Traffic Impact Study that was prepared by the City's Traffic Consultant, Dan Shane, PE, PTOE, who also provided additional information about the TIS and MoDOT's initial comments. Public Comment was heard after the presentations from the applicant and City Staff. The item was then continued to a future meeting date. The following is a general summary of the areas of concern expressed at the meeting:

- Density
- Comfortability with amount of parking spaces provided with shared parking as outlined in the applicant's Parking Study
- Height of retaining wall
- Request to provide layered landscaping along Olive Boulevard frontage in front of parking spaces
- Difficulty turning left onto Olive from Graeser due to the permissive left turn arrow
- Explanation of proposed uses for retail component and how they will relate to parking demand
- Replace sidewalk on Olive Boulevard with detached sidewalk instead of maintaining existing sidewalk back of curb
- Request to provide additional rendering of views from Olive showing building and landscaping concept

- Clarify existing crosswalk striping across Olive and Graeser are in good condition in association with recent MoDOT repaving work
- Explain market demand for smaller units/density needs
- Stormwater concerns associated with new development from adjacent residents

TRAFFIC IMPACT STUDY UPDATE

The applicants and City Staff, along with the City's traffic consultant, met with MoDOT to further discuss the Traffic Impact Study conducted in Fall 2025. MoDOT raised safety concerns if westbound left turns onto Olive Boulevard from the entrance into the site were allowed due to the existing median contributing to car accidents. MoDOT then shared crash data with Dan Shane, the City's traffic consultant for additional review. Based on the crash data provided, Mr. Shane revised the Traffic Impact Study to recommend left turns onto Olive Boulevard from the site be prohibited in favor of channeling west bound drivers through the site and onto Graeser Road to turn left onto Olive Boulevard at the traffic light. In order to accommodate this change in traffic pattern and reduce delays at the traffic light on Graeser Road, Mr. Shane also recommended that left-turn control modifications be made to change the permissive left turn to a protected left turn with permissive left turn phasing. These recommendations have been discussed with the applicant, and the applicant is agreeable to them. MoDOT provided their agreement with the results of the Traffic Impact Study's recommendations in a letter dated January 16, 2026, which is attached for reference.

NEXT STEPS

The Planning and Zoning Commission should provide feedback and direction to the applicant as to what changes, alterations, additional information, etc. need to be provided in order for the Commission to make a recommendation on the project. The applicant will then submit revised plans for a formal recommendation on the application at a future meeting date and staff will prepare the draft ordinance in anticipation of a vote on the application.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site. As reviewed in the Staff Report for the December 15th meeting, there are many facets to consider if a completly new zoning district, that would be uniuqe to this project, would be created. The majority of the requirements have been effectively addressed in the development proposal, while some aspects are subjective or interpretive and require further discussion between the Commission and the applicant. For these reasons, Staff recommends that the Commission provide direction to the applicant by identifying areas for further staff analysis or for applicant adjustments to the proposal. Staff requests that after providing feedback to the applicant, the Planning and Zoning Commission vote to continue the matter to a subsequent meeting date of the Commission to allow the applicant time to respond to the Commsision's direction.

SUGGESTED ACTION

If the Planning and Zoning Commission agrees that a recommendation should be held until a subsequent meeting, the following is an example motion for a continuance:

> "I move to continue applications 25-034 and 25-035, the rezoning and site concept and development plan for Graeser Station Planned Mixed-Use Development to a future meeting date, to allow for resolution of any areas of further consideration raised by the Commission, submittal of the boundary adjustment plat and preparation of a draft PMD ordinance."

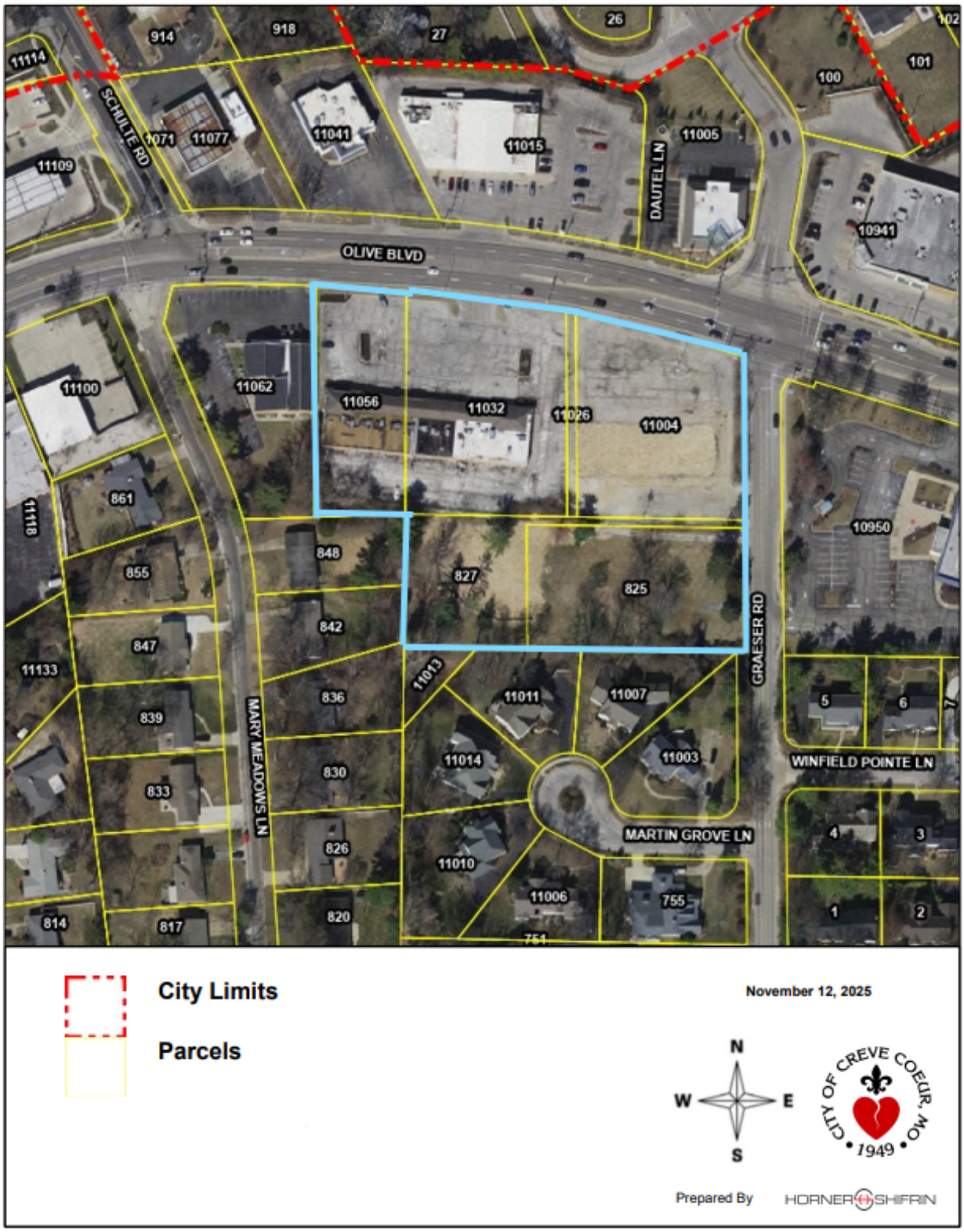
APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL MAP


914
918
27
26
102
11114
SCHULTE RD
11071
11077
11041
11015
DAUTEL LN
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100
101
11109
OLIVE BLVD
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11062
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GRAESER RD
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MARY MEADOWS LN
11014
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City Limits
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November 12, 2025
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Prepared By
HORNER SHIFRIN

MoDOT

St. Louis District
Thomas Blair, P.E., District Engineer

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

January 16, 2026

Mr. Dan Shane
HR Green
520 Maryville Centre Dr, Suite 100
St Louis, MO 63141
<< Transmitted via email>>

RE: Graeser Station Traffic Impact Study, MoDOT's Response.

Greetings,

Thank you for allowing the Missouri Department of Transportation the opportunity to review HR Green's traffic study regarding a mixed-use development in the SW quadrant of MO 340 and N Graeser Rd. This development proposes 160 apartment type residential units, 7000 square feet of commercial space, and 3000 square feet of high-turnover restaurant space. Our traffic team has evaluated this submittal and offers the following comments:

- MoDOT concurs with the conclusions of the study, which recommends both restricting NB left turning traffic movements from the west access of the development, and equipment modifications for the NB and SB vehicle movements at the MO 340 and N Graeser Rd signalized intersection.
- MoDOT recommends the developer comply with state highway construction standards and specifications where modifications are warranted.
- The developer is required to obtain construction permits from MoDOT before any state right-of-way modifications are performed.
- The developer is required to submit construction plans to MoDOT's traffic division for their review before any construction permits are granted.

Should you have any questions or comments, you may contact me via email at robert.meyer@modot.mo.gov.

Respectfully,



Robert Meyer
SW Area West County – Traffic Studies Specialist
Missouri Department of Transportation

CC'd: Ryan Pearcy, Area Engineer
John Braden, Area Permits
Akhand Ashek, Area Traffic
Jeffery Baird, Traffic Operations
Eddie Watkins, Traffic Operations

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • www.crevecoeurmo.gov

APPLICATIONS TO PLANNING AND ZONING COMMISSION #25-034 AND 25-035: APPLICATIONS FOR A REZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT WITH A SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN FOR 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD

FOR THE MEETING OF: December 1, 2025

LOCATION: 11004, 11026, 11032, and 11056 Olive Boulevard and 825 and 827 Graeser Road. Zoned GC-General Commercial Zoning District.

REQUEST: Garrison Hassenflu, of Garrison Companies, has submitted a rezoning application and a site concept plan and site development plan application for the lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road in order to construct a new four-story, 157 residential unit, mixed-use development with approximately 8,500 square feet of first floor retail named Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned "GC"-General Commercial Zoning District. The request is to rezone the properties to "PMD" Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required.

ADDITIONAL INFORMATION: This project was previously before the Planning and Zoning Commission on August 4, 2025 for a preliminary review of the application in order to gather feedback for the proposal.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the use integrate with the surrounding area?
- Does the request meet with the criteria for Planned Zoning Districts as provided in Section 405.390?
- Does the project provide Public Benefits and meet the Design Criteria as a Planned Mixed-Use Development District?

Creve Coeur 2030 Plan References
- Neighborhood Commercial (NC) District
- East Olive Corridor Recommendations
- Design Guidelines

Zoning Code References
- Section 405.360: GC-General Commercial Zoning District
- Section 405.390: Planned Zoning Districts
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

APPLICANT:	Garrison Hassenflu Garrison Companies 2001 Shawnee Mission Parkway, Ste. 250 Mission Woods, KS 66205	**PROPERTY OWNER:**	Tom Stern Gershman, CRE 150 N. Meramec Ave, Ste. 500 St. Louis, MO 63105

REPORT PREPARED BY: BETHANY L. MOORE, CITY PLANNER
JASON JAGGI, AICP DIRECTOR OF COMMUNITY DEVELOPMENT

ATTACHMENTS:
Applicant's Revised Materials received November 7, 2025
Applicant's Parking Study dated October 21, 2025 by Lochmueller Group
Traffic Impact Study, October 2025, prepared by HR Green
Public comments received

INTRODUCTION AND BACKGROUND

The applicant, Garrison Hassenflu of Garrison Companies, has submitted applications for a Site Concept Plan, Site Development Plan and a rezoning for 6 lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road for a Mixed-Use Development, known as Graeser Station, at the southwest corner of Olive Boulevard and Graeser Road. The development is comprised of a four-story mixed-use building with 157 studio, 1- and 2-bedroom residential units and 8,472 square feet of first floor retail space. All 6 properties, when combined total 4.42 acres, and are currently zoned "GC"-General Commercial. The applicant is seeking to rezone the parcels to "PMD" Planned Mixed-Use Development zoning district in order to move forward with the project, as the project would not be possible under the requirements of the current zoning district. The applicant will be applying for a boundary adjustment to combine the parcels into one lot, which will need to be submitted prior to the Planning and Zoning Commission taking formal action on this request. The applicant was last before the Planning and Zoning Commission on August 4th, 2025 for the preliminary review of the Site Concept Plan in order to gather feedback from the Commission for the proposal. No vote was requested at that time. The applicant and his consultants, Steadfast City, have held two neighborhood meetings in order to introduce the project to surrounding residents and gather feedback from them. They have also met with the Mayor and Ward 1 Councilmembers to introduce the project and accept feedback.

The properties at 11004 and 11026 Olive Boulevard were originally developed in 1963 as a strip shopping center, which has recently been demolished. The properties at 11032 and 11056 Olive Boulevard were developed in 1966-1967 and include an existing non-conforming strip shopping center development. The properties at 825 and 827 Graeser Road were included in the commercial district along with the properties on Olive Boulevard in the earliest available zoning map of 1966. To facilitate the review of this development proposal, all 6 parcels will need to be consolidated into one lot and rezoned from GC-General Commercial to PMD-Planned Mixed-Use Development. The surrounding uses include commercial to the north, east and west along Olive Boulevard, also zoned GC-General Commercial and single-family residences to the south zoned C-Single Family Residential. These lots are also located within the Olive-Graeser Transportation Development District (TDD) which was created in 2009 to facilitate intersection improvements at Olive/Graeser/Dautel. Recent proposals for this site include a car wash with gas pumps in 2017 that was withdrawn after concerns were raised regarding a zoning text amendment that was necessary for the project and a QuikTrip gas station and convenience store in 2020 which included renovations to the adjacent retail building, that was denied by the City Council. The denial of the QT proposal was challenged in court; however, the decision to deny the conditional use permit by the City Council was upheld by the Missouri Supreme Court. The eastern improvements were demolished, and the western building remains unchanged.

PROJECT OVERVIEW

The proposal includes the construction of a new 163,500 square foot, 4-story, mixed-use building that extends around the corner of Olive Boulevard and Graeser Road. The overall height of the building is 54.5 feet. There are 157 total units proposed, ranging in size from a 575 square foot studio unit to a 1,297 square foot two-bedroom unit. This is a reduction of 11 units since the last time the development was before the Commission. The unit break down includes 34 studio units, 118 one-bedroom units, and 6 two-bedroom units. The residential density proposed has been reduced to 35.52 units per acre, down from the 38 units per acre previously proposed for the 4.42-acre site. The first floor of the building will include 8,472 square feet of commercial space, which is also a reduction in size from the 10,564 square feet of commercial space previously proposed. In addition to the commercial space, the first floor also includes amenity space for the apartment residents and a leasing office facing Olive Boulevard with first floor residential units placed along Graeser Road. Floors 2, 3, and 4 will only include residential units. Outdoor dining opportunities are proposed for the covered passthrough under the building connecting the parking lots, and allowing pedestrian access through the site, as well as in the plaza area at the corner of Graeser and Olive adjacent to the indoor coffee bar for building residents. The plaza area will also include planters and a space for public art to be displayed. The applicant is exploring placing a sculpture of their choosing or participating in the Sculpture on the Move program though the City of Creve Coeur's Arts Committee.

The development will provide additional outdoor amenities for the residents including a swimming pool with a 916 square foot pool house and a fenced dog park, both at the rear of the building. The site plan shows surface parking in front of the building along Olive Boulevard with the majority of parking behind the building. The second floor will be cantilevered over the rear surface parking lot creating a row of covered parking under the upper stories of the building. In total, 250 parking spaces are provided on site, including 12 EV Installed or EV Ready spaces.

Summary of Changes to Project Since Preliminary Review

- Reduction in number of proposed residential units by 11, from 168 to 157.
- Reduction of residential density from 38 units per acre to 35.52 units per acre.
- Reduction in proposed commercial space from 10,564 square feet to 8,472 square feet.
- Reduction in total gross building square footage from 166,824 square feet to 163,500 square feet.
- The building setback along the Graser Road property line was increased from just under 4 feet to 10 feet.
- Covered breezeway through the building connecting both parking lots for easier pedestrian access through the site.
- Outdoor dining opportunities proposed in the covered breezeway.
- Enhanced corner plaza amenities including outdoor seating opportunities for building residents, landscaping planters and public art.

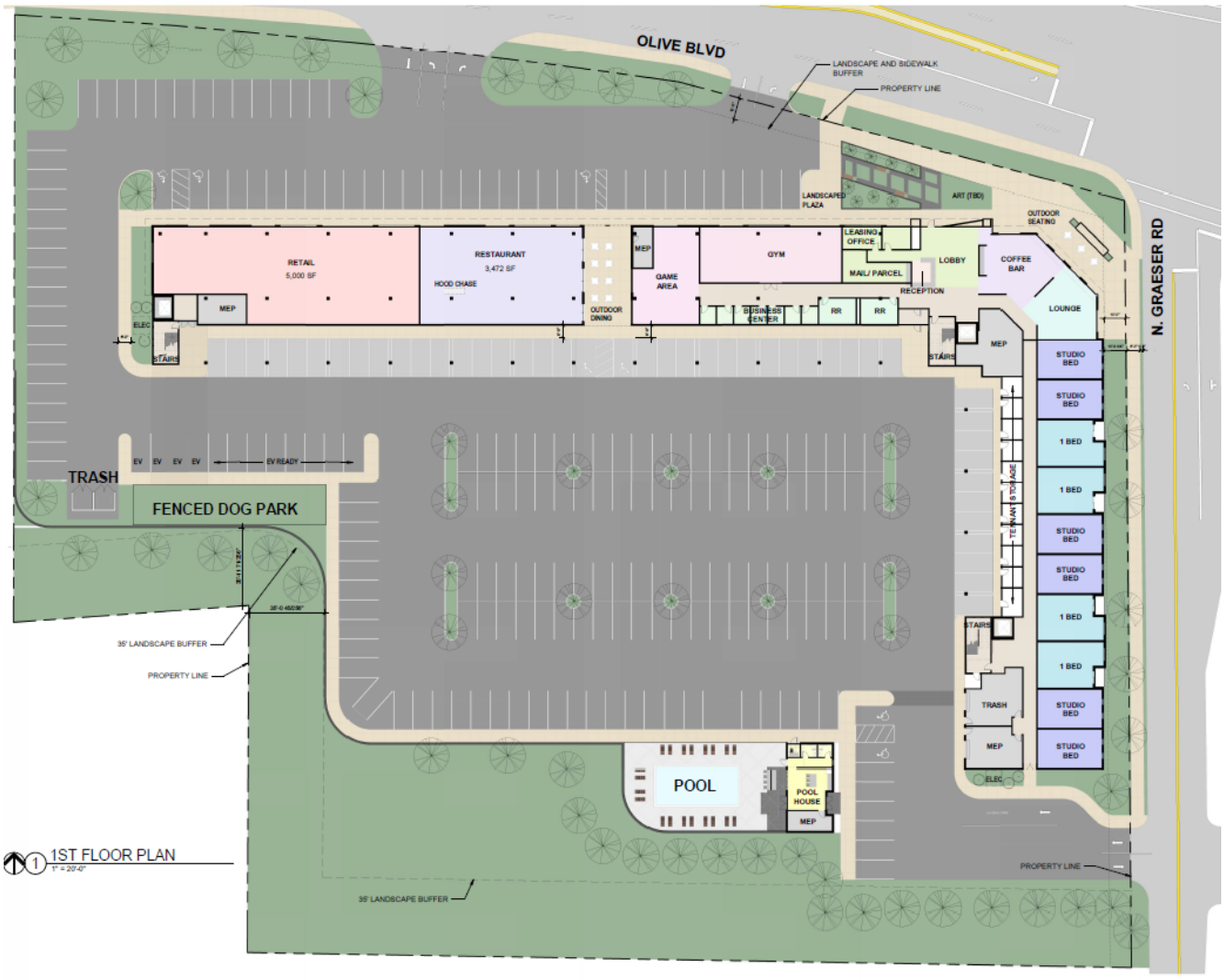


Figure 1: Proposed Site Plan with First Floor Layout.



Figure 2: North and South Building Elevations. North Elevation along Olive Boulevard.



Figure 3: East and West Building Elevations. East Elevation along Graeser Road.



Figure 4: Proposed Unit Floorplans.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Commercial	"GC" General Commercial Zoning District	Olive Boulevard
South	Single-Family Residential	"C" Single-Family Residential	N/A
East	Commercial	"GC" General Commercial Zoning District	Graeser Road
West	Commercial	"GC" General Commercial Zoning District	NA

COMPREHENSIVE PLAN REVIEW

The *Creve Coeur 2030 Comprehensive Plan* categorizes the subject property as Neighborhood Commercial Place Type District (NC). This district comprises the East Olive Corridor and was envisioned to support the development of a variety of medium- to low-density commercial and neighborhood service businesses, small-scale restaurants and low-density multi-family residential developments in a corridor that is characterized by shallow lot depths adjacent to established residential subdivisions. This district is designed to provide a transition between more intense commercial districts to the east and west while creating a pedestrian friendly, walkable corridor as much as is possible along Olive Boulevard (p. 88). The comprehensive plan highlights the challenges this commercial corridor along Olive Boulevard has had in flourishing due to its direct adjacency to established residential neighborhoods, shallow lot depths and a mix of zoning which leads to a lack of coherent corridor identity that has to be established on a lot-by-lot basis with redevelopments.

The mixed-use building providing retail space at the ground level and residential above is a use that aligns with the goals of the comprehensive plan for this area. In place of the two commercial strip center buildings previously on site, the residential character of the building with ground floor commercial availability addressing the primary street, Olive Boulevard, appears to be a positive transitional use between the busy corridor of Olive Boulevard and the single-family residential nature of the established neighborhood properties to the south. The proposal includes a new sidewalk along Graeser Road to provide safer pedestrian access, outdoor dining opportunities, spaces for neighborhood service businesses and a small-scale restaurant, and public art and landscaping at the corner plaza amenity, all of which are encouraged by the Comprehensive Plan to enhance the neighborhood experience through redevelopment within the East Olive Corridor. Other aspects of the proposal shown on the site concept plan are 35-foot buffer adjacent to residential uses, street trees and sidewalks along both street frontages, and a lesser amount of parking in front of the building with the majority of the parking around the back of the development, hidden from view, all of which appear to be consistent with the comprehensive plan's vision for infill developments in the East Olive Corridor.

The project's proposed density was the subject of much discussion at the preliminary review. The comprehensive plan does not define what constitutes low, medium or high-density multi-family while suggesting that low to medium density multi-family residential would be appropriate for the East Olive Corridor in the Neighborhood Commercial place type district. The residential density of the project, with 157 total units is 35.52 units per acre. A review of the "Vision and Best Practice Character Images" found on page 91 of the plan provides examples of higher density development in Clayton and Kirkwood with building heights from 2 ½ stories to 3 ½ stories which suggests that denser developments were considered appropriate for the area when gathering visual examples during the planning process for the comprehensive plan document. In contrast, the zoning code use table considers Low-Density Multi-family as up to 6 units/acre, Medium Density up to 20-units an acre, and High-Density more than 20-units an acre. Applying the zoning code's Low Density Multifamily ratio to this site would result in 26 multi-family units on a 4.42-acre site. This appears to be an unrealistic goal for this particular site given the location and size of this property on Olive Bouelevard, and in consideration that it is currently zoned commercial.

As part of the application submission, the applicant provided a detailed narrative that includes a section on the project's compliance with the comprehensive plan. The applicant lists the ways that the proposal complies with the goals of the comprehensive plan for the East Olive Corridor including promoting a mixed-use development as a transitional use between the single-family neighborhoods and higher-intensity commercial corridor, providing a pedestrian-oriented streetscape along Olive Boulevard that contributes to an active corridor with primary entrancing facing the street, majority side and rear parking provided for a more active streetscape, pedestrian amenities in the form of the plaza, landscaping, sidewalks and outdoor dining, pedestrian access connectivity through the site, high quality design appearance with appropriate materials and building articulation to respect adjacent neighborhoods, a 10 foot setback along Graeser Road to incorporate additional landscaping and reduce building scale to create a softer, residential, facing edge and a 35 foot buffer yard when adjacent to single-family residential properties. The applicant also included a section related to the proposed residential density for the

development in comparison to other multi-family residential developments along Olive Boulevard that shows the proposed residential density for the project, 35.5 units per acre, in the middle range of recent multi-family developments adjacent to the Olive Boulevard corridor.

Development	Address	Units / Acre	Beds* / Acre
The Nest	10819 Olive Blvd	20	38.1
The Vue	1001 Old Olive Way	23	100.8
Olive & Graeser	Subject Property	36	36.9
Vanguard Heights	10362 Old Olive	48	69.7
Kings Landing	618 N New Ballas	49	81.5
The Oliver	9473 Olive Blvd	64	81.8

*For the purposes of this analysis, studio units are counted at 1 bedroom

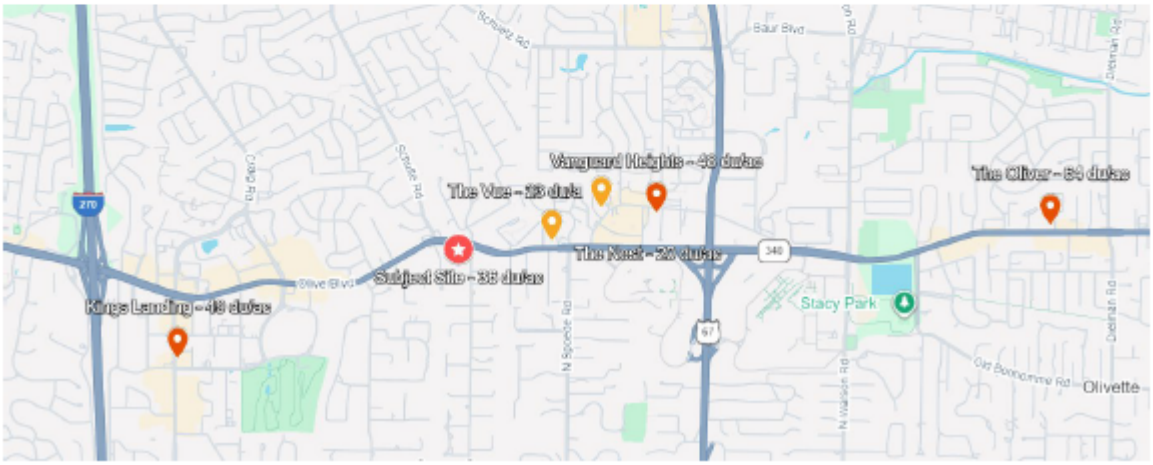


Figure 4: Table and Map Provided in Applicant's Submission Materials.

The Graeser Station Planned Mixed-use development includes many components of compatibility with the comprehensive plan that have been discussed above and include providing a transitional use between the commercial uses along Olive Boulevard and the established single-family residential uses to the south, providing pedestrian amenities such as new sidewalks and landscaping, outdoor dining opportunities, an active street front along a primary street with neighborhood service uses and a small-scale restaurant space, a residential buffer and architectural building design that includes high quality materials and design elements to soften the building mass appearance with respect to the adjacent residential uses. The issue of density and how it fits within the recommendations of the plan for the East Olive Corridor is more subjective and requires further discussion. On one hand, the proposed residential unit per acre density for the site in combination with the proposed four-story (54.5-feet) building height appears to push or even exceed the limits of the comprehensive plan recommendations. As referenced previously, the zoning code categorizes high density as over 20 units per acre and this project is proposing 35.5 units per acre. However, this definition was last updated in the 1980s and does not appear to reflect the density requirements for modern multi-family developments. In addition, the character images of residential or mixed-use developments in the region as shown in the plan would not appear to be considered low-medium density. For further consideration, the subject property is unique within the East Olive Corridor as it is deeper than most lots, has a common owner, is on a corner lot with access to two streets, and has a combined size of 4.42 acres making it one of the largest sites along Olive Boulevard in the immediate area. These factors mean that this site could support higher density while being able to appropriately concentrate the building closer to Olive Boulevard and provide a buffer yard adjacent to the existing residential uses to the south. The majority of sites within this corridor struggle with smaller sizes and shallow lot depths which is not the case for the subject property. Another measure for density regulation is the Floor Area Ratio (FAR). This calculation determines the maximum amount of floor space a

building can have in relation to the size of the lot. The proposed FAR is 0.85. The current zoning for the lots, "GC" has a FAR maximum of 0.4 and the adjacent commercial zoning district of "CB" Core Business allows a FAR of 1.0.

In summary, staff is of the opinion that this project meets the goals of the comprehensive plan to a high degree, while acknowledging that the issue of appropriate density within the East Olive Corridor is not well-defined in the plan and requires further discussion between the applicant and Commission.

DESIGN GUIDELINES

The City's Design Guidelines encourage interesting, articulated and high-quality structures avoiding long or continuous wall planes and exhibiting details and elements appropriate for pedestrian view with defined outdoor spaces including courtyards, patios, plazas, covered walkways, arcades, or similar activity centers. (p.7.) Design elements at street level that attract pedestrians and reinforce street activity are strongly encouraged. Varied and interesting building facades are key to creating a "pedestrian oriented" place. (p.8.) Buildings should be designed with an architectural and urban scale compatible with neighboring developments. All elevations should receive equal design consideration and the primary elevation. Preferred building materials include stone, brick, architectural precast concrete. Aluminum and glass. Commercial and residential buildings should be sited to provide functional, livable, outdoor and public spaces that enhance the use of the building and the neighboring buildings or properties. (p.9.)

Services and trash or utility areas should be positioned to minimize visual impact on public streets, surface parking lots and neighboring properties through design and/or screening. Setbacks should be landscaped in order to act as a buffer between the building and the street, and to create a more pleasing view to and from the building. The design of a landscape plan should not be utilized to screen out an otherwise unacceptable building but enhance architectural features and details of a building. Unattractive project elements such as delivery zones, storage areas, trash enclosures, transformers, generators and similar features should be sited in areas which are generally not visible to the public or must also be screened from view (p. 4). Circulation systems should be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic and pedestrian circulation should take precedence over vehicular circulation.

The proposal includes the construction of a new 4-story, mixed-use building that extends in an "L" shape around the corner of Olive Boulevard and Graeser Road. The site plan shows surface parking in front of the building along Olive Boulevard with the majority of parking behind the building. A covered pass-through element has been added along the Olive Boulevard façade to facilitate pedestrian access to the commercial components from both parking lots through the building. This area is also being utilized for outdoor dining. The exterior elevations appear to show a well-designed mixed-use building that will prominently address the corner at Olive Boulevard and Graeser Road while employing design elements that are meant to reduce the visual impact of the overall massing of the 4-story building. The tallest point of the building is the corner element facing the intersection where darker materials will be used for the fourth floor in order to draw attention away from the height. Setbacks and material changes are proposed along both Olive Boulevard and Graeser Road elevations to break up the large expanse of each façade along the road. The Olive Boulevard elevation includes the retail storefronts and will include parking for the retail component between the building and the road. The Graeser Road elevation tapers down to 2 stories closer to the single-family residential uses to the south. The proposed materials include large format masonry used at the retail level, brick veneer and metal and Nichiha fiber cement wall panels in a neutral color palette.

Staff believes the layout of the building on the site, the architectural design, and the proposed exterior materials meet with the Design Guidelines.

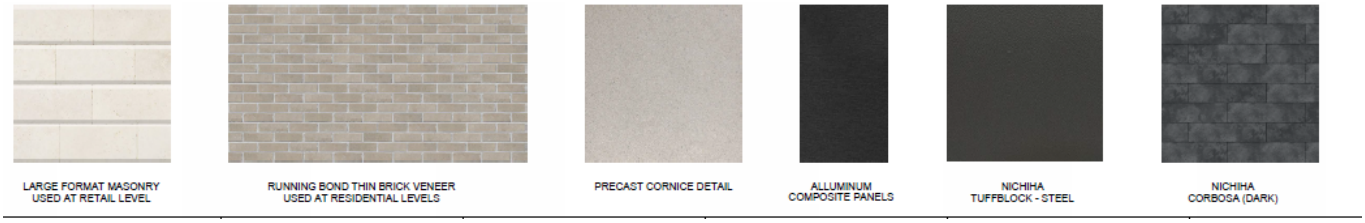


Figure 5: Proposed Materials.



Figure 6: Architectural Rendering of the Olive and Graser Corner with Plaza Amenity.



Figure 7: New Pedestrian Walkway Through Building.

ZONING REVIEW
Planned Zoning Districts are regulated within Section 405.390 of the Zoning Ordinance. This section describes, in considerable detail, the characteristics that a proposed planned development should have, as well as certain standards of review that must be performed by the Planning and Zoning Commission and City Council.

The purpose of the Planned Zoning District is to allow a development project that is proposed on a single lot or multiple lots to be constructed in one (1) or more phases that is unable to meet the established zoning criteria due to project size, phasing, configuration, site conditions, or particular design features. The Planned Zoning District provides a mechanism to facilitate innovative design, solve problems on difficult sites, meet market niches, encourage housing in different forms and price ranges, promote well-designed developments, and encourage infill and redevelopment within the City.

The following are Objectives for the use of Planned Zoning Districts:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;
2. Creation of a more desirable environment than would be possible through application of conventional City land use regulations;
3. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;
4. Combination and coordination of architectural styles, building forms and building relationships;
5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;
6. Use of design, landscape or architectural features consistent with the City's design guidelines;
7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

A review of the specific components of Section 405.390 as they relate to this application follows:

Eligibility
The following criteria must be met as determined by the Zoning Administrator as provided within Section 405.390(C) Eligibility. The Zoning Administrator finds that the application meets these Eligibility criteria and is an appropriate use of the Planned Zoning District procedure as follows:

1. Is located on one (1) or more lots totaling at least three (3) acres in size.

Criterion met. The project, located at the south-western corner of Olive Boulevard and Graeser Road, is comprised of approximately 4.42 acres amongst 6 parcels. Before final consideration of the project by the Commission, the applicant intends to submit a boundary adjustment to combine the parcels into one lot.

2. Cannot be approved under the provisions of another Zoning District.

Criterion met. The current "GC" General Commercial zoning district does not allow structures to be used for residential purposes. The minimum district size to be eligible for a rezoning in all other zoning districts is 5 acres and the subject property is 4.42 acres.

3. The subject property is zoned for the eligible type of planned zoning district pursuant to Section 405.390.F. In the event the existing zoning district is not eligible for the requested planned zoning district, an application to rezone to a qualifying zoning district must be submitted in conjunction with the planned zoning district application.

Criterion met. The subject property is currently zoned "GC" General Commercial This district is eligible for rezoning to "PMD" Planned Mixed-Use Development which is one of the three types of planned zoning districts listed under Section 405.390(F).

4. The proposed development must substantially comply with the provisions of this Section 405.390 and be generally consistent with the applicable provisions of the City's Comprehensive Plan.

Criterion met, subject to further discussion on residential density. In general, the proposed development substantially complies with the provisions of Section 405.390, which will be explored in greater detail further in this staff report. The proposal is generally consistent with the applicable provisions of the City's Comprehensive Plan subject to further discussion by the Planning and Zoning Commission regarding the density aspect.

Public Benefit
As a component of the Planned Zoning District, the project must provide public benefits as determined by the City Council upon the recommendation of the Planning and Zoning Commission. Such public benefits to the City can include, but are not limited to, the following uses as provided in Section 405.390.E.

1. Provision of public or quasi-public parking facilities;

The project includes a surface parking lot that will serve both the residents of the building as well as provide parking to access the proposed commercial spaces that will be privately maintained and open to the public.

2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;

The project incorporates sidewalks along both street frontages to facilitate future connections to surrounding properties as well as internal pedestrian circulation routes through the site including the covered walkway through the building connecting both parking areas to the commercial component.

3. Consolidation and/or elimination of overhead utility wires;

Per the applicant's submitted materials, existing public utilities along Olive Boulevard and Graeser Road will be utilized with all new private utilities to serve the development to be placed underground, where feasible.

4. Inclusion of landscaped gardens, plazas or parks available for public use;

The development proposes a plaza at the corner of Olive Boulevard and Graeser Road that incorporates landscaping planters, public art, and outdoor seating options available to the public for use.

5. Provision of alternative street connections or the dedication of land for additional street right-of-way;

The development will utilize the existing access to the public roadways, Olive and Graeser. No additional dedication of land for additional street right-of-way is recommended by the Traffic Impact Study.

6. Fountains, statuary, public art;

The project proposes public art within the front plaza area, visible from Olive Boulevard. The applicant is also considering participation in the City's Sculpture on the Move program administered by the Arts Committee.

7. Architectural distinction and significance that would make building(s) noteworthy;

The preliminary renderings indicate that the building will have a significant presence and will provide architectural distinction within this area of Creve Coeur. The building is well-designed with quality materials and would be a prominent addition to the architectural character of the East Olive Corridor.

8. Extensive use of high-quality building materials that would add to the assessed valuation of the structures.

The exterior building materials are indicative of a high-quality development that would add value to the project and the surrounding area. The use of brick, stone, metal panels and fiber cement are proposed.

Design Criteria
An application for rezoning to the PMD District must satisfy specific design criteria as determined by the City Council upon recommendation by the Planning and Zoning Commission. The following is staff analysis of the Planned Mixed-Use Development (PMD) Design Criteria, Section 405.390(F), and the extent to which those items are present with this proposal:

1. **Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.**

Criterion met. The subject property is adjacent to single-family residential to the south. The applicant has submitted a diagram demonstrating the proposed building's compliance with this requirement.



Figure 8: Sky Exposure Plane Diagram.

2. **Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development, except if the abutting or adjoining proposed uses are residential of equal or less density relative to the existing residential uses then such buffer yard shall be twenty-five (25) feet. The buffer yard shall be landscaped and shall not contain impervious surfaces, with the exception of trails, footpaths, walkways, pedestrian accommodations and/or amenities, retaining walls and/or other screening devices and/or stormwater management systems as deemed appropriate by the Planning and Zoning Commission and City Council. The required buffer yard may be modified due to unique site characteristics and taking into consideration the proposed uses adjacent to the existing single-family residential developments.**

Criterion partially met, subject to further discussion on the retaining wall design. The subject property abuts single-family residential to the south and has provided a 35-foot buffer yard where adjacent to

single-family residential uses. The buffer yard will be absent of impervious surfaces and will include extensive, layered landscaping to help screen the proposed site to the residential uses to the south. The proposed retaining wall is very high with a proposed maximum height of 38-feet. The Commission should discuss with the applicant alternatives to this design that could lower the height of the retaining wall.

3. **If residential uses are proposed, provides for a mixture of housing types to meet market demands and encourage diversification.**

Criterion met. The residential component includes 157 rental units with a mix of studio, one-bedroom and two-bedroom units. The applicant states that this variety meets market demand for different household sizes—young professionals, small families, and downsizers seeking low-maintenance living, that are present in the area. This housing mix supports the growth of the 39 North AgTech innovation district while also providing a more affordable alternate to single-family residential housing options within Creve Coeur. This unit mix is aligned with the Comprehensive Plan's East Olive Corridor objectives to broaden housing choice and encourage corridor reinvestment and advances the PMD district's vision for integrated, context-sensitive growth. Staff does not have any objections to the applicant's reasoning for the proposed unit-mix which consists of mostly studio and one-bedroom units with limited 2-bedroom units.

4. **Allows for and makes efficient use of parking and storage areas including cooperative parking facilities.**

Criterion met, subject to further review by the Commission of the submitted shared parking study. The applicant is providing 250 surface parking stalls on site to be available for shared use amongst the building residents and the public to access the commercial components of the building. While the proposed amount of on-site parking of 250 parking stalls does not meet the combined amount required for the residential component and the commercial component of 345 parking stalls under the requirements of the Zoning Code, the applicant has submitted a parking study conducted by Lochmueller Group that takes into account parking demand. The City's traffic consultant has reviewed the provided parking study and has concurred with the findings subject to restrictions on potential uses within the commercial component.

5. **Provides for the more efficient provision of public and private utilities and facilities throughout the development area.**

Criterion met. The applicant states that the project consolidates multiple outdated service connections from the former retail uses on site into a single coordinated system to improve efficiency and reliability. The applicant also states that the existing public utilities along Olive Boulevard and Graeser Road will be utilized, with all new private utilities—electric, communications, and fiber—installed underground where feasible. The applicant is coordinating with MSD, Ameren, and Missouri American Water to ensure adequate capacity and service.

6. **Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.**

Criterion met, subject to final approval by the appropriate jurisdictional agencies. The proposed development will reduce the multiple access points to the adjacent public roadways on Olive and Graeser. In addition, an easement is proposed to allow for future cross-access to the adjacent property to the west if that property is redeveloped. New public sidewalks are proposed adjacent to the Graeser frontage to support future connections to the neighborhoods to the south. Bicycle facilities are not provided but amenities such as bicycle storage and racks can be incorporated into the development to better meet with this requirement.

7. Incorporates pocket parks, small plazas and places for public art where appropriate.

Criterion met. The project includes a new public plaza at the corner of Olive Boulevard and Graeser Road featuring seating, landscaping and public art. The applicant states that in direct response to Planning Commission and community feedback, the plaza design has been refined to include denser greenery and seating oriented away from Olive for greater comfort and usability. At the appropriate time, the Arts Committee will review and provide a recommendation regarding the public art component.

8. Locates buildings in appropriate relation to sidewalks or public parks and plazas.

Criterion met. The building is placed close enough to Olive Boulevard, 93 from the property line where parking is provided in front of the building tapering to 22 feet at the corner plaza area, to activate the first-floor commercial uses for pedestrian activity. In consideration of feedback received from residents and the Commission, the applicant has pulled the building back along Graeser Road to provide a 10-foot setback from the property line to accommodate a new sidewalk and landscaping.

9. Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

Criterion met subject to further adjustments. The project reduces the number of existing curb cuts along Olive Boulevard from three to two and from three to one along Graeser Road. The October 2025 Traffic Impact Study prepared by the City's traffic consultant, HR Green, details that all surrounding intersections will continue to operate at similar levels of service and do not require additional off-site upgrades to existing facilities. Directional signage should be added on site to help facilitate access through the parking lot to the Graeser/Olive signal. The new sidewalk along the west side of Graeser Road is proposed with a small grass buffer for improved pedestrian safety. The internal pedestrian pass-through connecting the rear parking to the front plaza and retail enhance pedestrian safety however, the plan utilizes the striped ADA loading component for this access. Staff would prefer a dedicated pedestrian access design between the parking stalls for this purpose.

10. Utilizes high-quality architectural design and materials, placement, relationship and orientation of structures throughout the planned development.

Criterion met. Sheet A-5 of the Site Development Plan provides the elevations for the project and an overview of the materials proposed for the development which includes fiber cement panels, metal panels, stone, brick, and other decorative architectural panel materials that are consistent with the recommendations of the Design Guidelines. The façades incorporate architectural elements such as articulated depths, vertical plane breaks, and material transitions to reduce the overall visual mass of the building. The structure also steps down in height along the southern edge to achieve a transition to nearby residential properties from 4 stories down to two stories.

The placement and orientation of the structure provide a design that encourages pedestrian activity along Olive Boulevard. The building is placed closer to both streets in order to provide additional space at the rear where the property abuts single-family residential uses and provides the 35-foot buffer yard and landscaping.

11. Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.

Criterion met. All new private utilities, including electric, communications, and fiber, will be placed underground where feasible. New electrical transformer locations are identified next to the building on sheet A-1, and existing overhead service connections will be removed during demolition. The applicant is coordinating with MSD, Ameren, and other utility providers for service delivery.

12. Provides for appropriate spacing and/or greenspace in or around the separate developments within the PMD.

Criterion met, subject to further discussion and adjustments. The Site Concept Plan and Site Development Plan propose a single building development to be constructed in a single phase. The Site Development Plan shows the development at 63.80% site coverage where 63% is allowed or up to 70% with a site coverage bonus within the City standard commercial zoning districts. Based on feedback from the Commission and through meetings with the neighboring residents, the applicants have adjusted the plan compared to the prior conceptual review. The greenspace has been increased along Graeser Road to match the existing zoning district requirement of a minimum 10-feet setback. Further, a 5-foot landscaped buffer is now provided along the western side, adjacent to the commercial development and additional greenspace has been incorporated within the plaza to break up the hardscape. The plans meet the minimum suggested greenspace buffer of the PMD district of 35-feet when adjacent to residential uses and provides layered landscaping with predominately evergreen trees for year-round screening. With that being said, the proposed retaining wall is very high at a maximum of 38-feet. This wall is located partially within the buffer and consideration should be given to reduce the height.

13. Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or innovative design of above ground facilities that is visually commensurate with surrounding development.

Criterion met, subject to further discussion and adjustments. Sheet SD5 of the Site Development Plan details the utility and drainage plan for the development. The plan shows the project's stormwater detention and water-quality treatment system is located behind the building in the southwest corner of the site, south of the retaining wall. The basin includes a berm and landscaping for a screening buffer adjoining the single-family properties to the south. The applicant will provide a rendering of the proposed storm water basin and landscaping from the residential properties to the south for review by the Planning and Zoning Commission to determine if additional landscaping and screening measures should be required. As mentioned previously, the very tall retaining wall adjacent to the retaining wall should reconsidered to reduce the height.

Review Criteria
An application for rezoning to the Planned Zoning District must satisfy specific Review Criteria as determined by the City Council upon recommendation by the Planning and Zoning Commission. The following is staff's analysis of the Planned Mixed-Use Development (PMD) Design Criteria, Section 405.390(F), and the extent to which those items are present with this proposal:

1. The proposed development is in harmony with the general purpose and intent of this Chapter and is generally compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan.

The proposed development is in harmony with the intent of Section 405.390 and the Zoning Ordinance as a whole. The proposed project is generally compatible with and implements the planning goals and objectives outlined in the Comprehensive Plan, however, staff acknowledges further discussion on the density component is warranted. The project meets several of the recommendations for the Neighborhood Commercial District along the East Olive Corridor including providing a redevelopment of an existing lot that builds toward a coherent corridor identity through the development of a mixed-use building providing commercial space for neighborhood service business and small-scale restaurants while encouraging pedestrian access and walkability between lots with easy car access and parking. The 4.46 acres size of the combined lots under a single owner means that this development is afforded the conditions to provide a mixed-use building that is well designed with quality materials that activates the Olive Boulevard streetscape while also providing an adequate residential buffer of 35-feet for the single-family residential uses to the south which is not ordinarily found for redevelopments along Olive Boulevard due to the shallow lot depths. The proposal includes a new plaza area with landscaping, outdoor seating and public art, a new sidewalk along Graeser Road, new landscaping along both streetscapes and a landscaped buffer

yard adjacent to single-family residential uses, all of which meet the recommendations of the Comprehensive Plan.

However, the Comprehensive Plan recommends low- medium density multi-family residential uses in this area while also providing visual examples of residential developments in Clayton and Kirkwood which would not fall under the low-density definition of 6 residential units per acre (or medium density) outlined in Table A of the Zoning Code. The applicant is proposing a development with 157 residential units and a residential density of 35.6 which would be categorized as "high-density" per the definition outlined in Table A of residential developments of more than 20 units per acre. These terms have not been updated in the City of Creve Coeur's Zoning Code in almost 40 years and do not appear to reflect modern multi-family residential developments. Given the proposal's ability to provide a development that complies with most of the goals and objectives of the Comprehensive Plan while providing a transitional use between the existing single-family uses to the south and the busy commercial corridor of Olive Boulevard to the north, the remaining issue of proposed density should be thoughtfully considered and discussed with the applicant.

2. **Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.**

Criterion met. As part of the application submittal, a traffic study was conducted by the City's traffic engineer, HR Green, to study the proposed development and uses to conclude if the streets and means of access to the development are adequate for the development with internal circulation that encourages safe pedestrian and vehicle circulation. This study has been shared with MoDOT for comment. As part of this requirement, any recommendations made by MoDOT or the City's traffic consultant based on the Traffic Impact Study should be implemented. The results of the Traffic Study concluded that the Graeser Station development is projected to generate approximately 65 new trips during the morning peak hour, 94 during the afternoon, and 63 during the midday period. Despite the added trips, overall intersection performance remains within acceptable limits. Based on the findings, no modifications to the existing roadway network or signal timing are recommended. The City's consulting engineer will be available to answer any questions the Commission may have.

3. **The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.**

Sheet SD3 of the Site Development Plan shows the reuse of the existing sidewalk along Olive Boulevard and the inclusion of a new 6-foot-wide detached sidewalk along Graeser Road. Internal sidewalks to provide pedestrian access throughout the side will be a minimum of 6 feet wide except in the case of the sidewalk provided under the overhang of the cantilevered upper stories at the rear of the building which will be provided at a depth of 5 feet. The new covered passthrough provided pedestrians safe access to both parking areas and the commercial component from anywhere on the site. The reduction of existing curb cuts on site from 6 to 3 helps provide more concentrated vehicle access points to the site. Directional signage should be provided to enhance the vehicle flow though the site.

4. **Existing or proposed utility services are adequate for the proposed development.**

Criterion met subject to final approval by the appropriate utility provider. The new underground utilities provided for the development have been reviewed by the Public Works Department with no concerns at this stage of the development review. Each utility will require a separate review and approval prior to construction.

5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.

The required 35-foot buffer when abutting residential uses is shown on Sheet SD3 of the Site Concept Plan. The building is setback even further beyond the 35-foot setback in order to accommodate the parking lot. Sheet L1.01 of the Site Development Plan shows significant landscaping proposed between the residential areas and the project development area for additional buffering to help reduce light noise and visual impacts. In addition, the proposed grade for the development results in the site being higher than adjacent residential properties and the need for a retaining wall to be constructed. Residential site amenities consisting of a dog run and pool with pool house are proposed on the southern end of the parking lot. The applicant has submitted operational restrictions to minimize the noise impacts of these amenities. Staff recommends that the Commission thoroughly review this aspect of the development with the applicant to understand any impacts to the existing residential neighborhood and to determine if adjustments need to be made.

6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.

The proposed architectural design of the building and proposed materials are both of a high quality that is compatible with the surrounding area. The proposed height of the building is taller than the immediately surrounding buildings, which are one story and exceeds the current GC zoning limits by one story and 10-feet above the limit of 3-stories and 45-feet Other buildings within the East Olive Corridor feature similar heights as what is being proposed, such as the new 4-story apartment building (The Nest) at 10809 Olive and the office buildings on the north side of Olive, west of Spoede Road. The applicant has employed several architectural design features to help reduce the visual mass and bulk of the and to soften its appearance adjacent to single family residential including reducing the height of the building closer to the residential uses to the south, using darker materials on the 4th floor and provided material transitions and plane offsets to help break up the long façades along both Olive Boulevard and Graser Road. Staff recommends that the Commission thoroughly review this aspect of the development with the applicant as this development is the first to implement the recommendations of the comprehensive plan within the East Olive corridor and could set the tone for future development.

7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.

Sheet L1.01 of the Site Development Plan details the overall landscaping plan showing new street trees along Olive Boulevard and Graeser Road as well as ornamental landscaping along the parking lot to buffer it from Olive Boulevard and the adjacent commercial use to the west. Landscaping is provided around the building adjacent to Graeser Road and within the planters provided in the plaza along Olive Boulevard. Significant landscaping is shown in the buffer yard adjacent to single-family uses and buffering the retaining wall. The landscaping provided appears to be appropriate for the scale of the development but additional attention should be given to the area around the retaining wall to determine if additional landscaping should be provided for screening or if the retaining wall should be redesigned to lower the height or terrace the wall.

8. The proposed development preserves any significant architectural and environmental features of the property, to the extent reasonably possible.

The site previously included two commercial strip center buildings developed in the 1960s; of which one has already been demolished, and the applicant plans to demolish the remaining building in order to construct the mixed-use Graeser Station development. These remaining strip retail building is antiqued in design and is in poor condition. The development is not technically subject to Section 410.320 *Tree Conservation* because no subdivision of the property is proposed and the applicant has provided information on sheet TP of the Site Development Plan that shows that 100% of the existing trees are to be removed while Sheet L1.01 shows that a significant number of trees will be planted in the buffer yard.

9. Operating and delivery hours are compatible with the land uses adjacent to the planned zoning district.

General restrictions have been placed on the project as part of the planned development ordinance provided by the applicant. Delivery hours for the commercial components of the project are limited to off-peak hours of 7:00 AM to 7:00 PM, no Sundays or City-recognized holidays. Pool hours will be 10:00 AM.to 10:00 PM with posted quiet hours. The dog run will be limited to residents only and closed from 10:00 PM to 5:00 AM with a maximum of 15 minutes per use during open hours. Compliance with applicable municipal noise ordinances; no outdoor amplified music after 9:00 p.m. Enforcement of these limitations would be on a complaint-basis.

10. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.

The proposed uses are compatible with the surrounding area as the properties opposite the subject property across Olive Boulevard are zoned for commercial uses in the "GC" General Commercial zoning district as well as the properties to either side of the subject property with the majority of the Olive Boulevard corridor being zoned for commercial uses. The proposed mixed-use development provides a transitional use between single-family residential uses to the south and the commercial uses along Olive Boulevard which is indicative of the East Olive Corridor. The building utilizes upper story step backs as it approaches the residential areas to the south and buffering with extensive new landscaping. In addition, the building's placement closer to Olive Boulevard and Graser Road provides additional space between the commercial and residential uses proposed and the existing single-family lots. Vehicular access to the site will be from Olive and Graeser, with no recommended alterations to the existing public roadway facilities per the results of the Traffic Study.

11. The proposed development complies with all other applicable codes and ordinances.

The application, as a whole, generally appears to be compliant with all other required applicable codes and ordinances based on this stage of the design.

12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.

The development includes one mixed-use building and surface parking lot with amenities for residents including a small dog park and swimming pool with a pool house structure. No subdivision of land within the development is anticipated at this time.

13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405.390(E).

There are several aspects of the proposal that provide public benefit, including new sidewalks to facilitate future connections to the surrounding lots, the public plaza with landscaping, outdoor seating, and public art, and providing noteworthy architectural design and high-quality exterior materials.

14. Any proposed direct impacts on public services, including public improvements proposed for dedication to the public, do not impose an unacceptable burden on the City, taking into account new City revenues projected to be realized from the development.

Staff does not anticipate that the proposed development would create an unacceptable burden on the City. Should the Commission request additional information to satisfy this requirement, staff can provide it at a future meeting.

Site Concept Plan/Site Development Plan

The Site Concept Plan is a significant component of the Planned Zoning District rezoning process. The Site Concept Plan provides the general layout for the entire development and provides critical information but at a relatively high-level view. Information that is required to be provided on the Site Concept Plan includes: general land uses, building placement, building heights, setbacks and buffers, circulation and access, parking, site coverage, proposed preliminary grading and stormwater facilities, conceptual landscaping and greenspace. Additional information to be submitted as part of the Site Concept Plan includes a narrative of the project by the applicant, phasing plan, general architectural information, and a traffic impact study. The Graeser Station project is one mixed-use building completed in one phase, so the Site Concept Plan and Site Development Plan are almost identical documents in this case. A key finding of any future Site Development Plan review is that the plan must be consistent with the approved Site Concept Plan. In this case, both documents are being submitted together for review. The following analysis addresses both documents.

The applicant has supplied this required information in the form of a multi-sheet Site Concept Plan set and a separate multi-sheet Site Development Plan set containing the same information with the addition of a site stormwater sheet. The narratives were provided with the rezoning application, and a traffic impact study was prepared by the City's consulting traffic engineer. Finally, the applicant has submitted their proposed development standards, including specific allowable uses, as an attachment to the rezoning application (titled Graeser Station Development and Use Standards).

Site Overview
The proposal includes the construction of a new 163,500 square foot, 4-story, mixed-use building at the corner of Olive Boulevard and Graeser Road. The overall height of the building is 54.5 feet. There are 157 total units proposed, ranging in size from a 575 square foot studio unit to a 1,297 square foot two-bedroom unit. The first floor of the building will include 8,472 square feet of commercial space facing Olive Boulevard. In addition to the commercial space, the first floor also includes amenity space for the apartment residents and a leasing office facing with first floor residential units placed along Graeser Road. Floors 2, 3, and 4 will only include residential units. The site includes a 250-space surface parking lot that wraps around the building with the majority of spaces behind the build and hidden from street view. Floors 2, 3, and 4 are cantilevered at the rear creating a row of covered, tuck under parking. A covered passthrough in the middle of the building provides pedestrian access to the retail spaces from both sides of the parking lot and also provides an opportunity for outdoor dining. A plaza area is planned for the corner along Olive and Graeser to include planters and a space for public art to be displayed. The development includes outdoor amenities for the residents including a swimming pool with a 916 square foot pool house and a fenced dog park, both at the rear of the building. The stormwater detention basin is also at the rear of the property within the buffer yard adjacent to the single-family residential uses.

Vehicle Circulation and Pedestrian Access
The site plan shows that two existing curb cuts along Olive Boulevard will be used in place to enter the site and one existing curb cut closer to the intersection will be removed. Two existing curb cuts along Graeser Road will be removed and the southernmost existing curb cut will be widened for use into the site. Vehicles can turn left or right onto Olive Boulevard or can continue around the building, through the site to the Graeser Road entrance to wait at the stop light on Olive Boulevard. Both right and left turns

can be made into and out of the Graeser Road entrance. On site directional signage should be placed to help with internal vehicle circulation. The Traffic Study shows that no offsite alterations need to be made to accommodate the proposed traffic generated by this use. There is an existing sidewalk along Olive Boulevard that will remain and the site plan shows a new 6-foot-wide sidewalk along Graeser Road. There is direct pedestrian access through the building to the parking in the rear from the retail component through the new covered passthrough in the building. Parking on site is shared and open to all users, residents and patrons of the retail spaces without restrictions. Internal sidewalks will be 6 feet wide with the exception of the sidewalk at the rear under the cantilever which will be 5 feet wide.

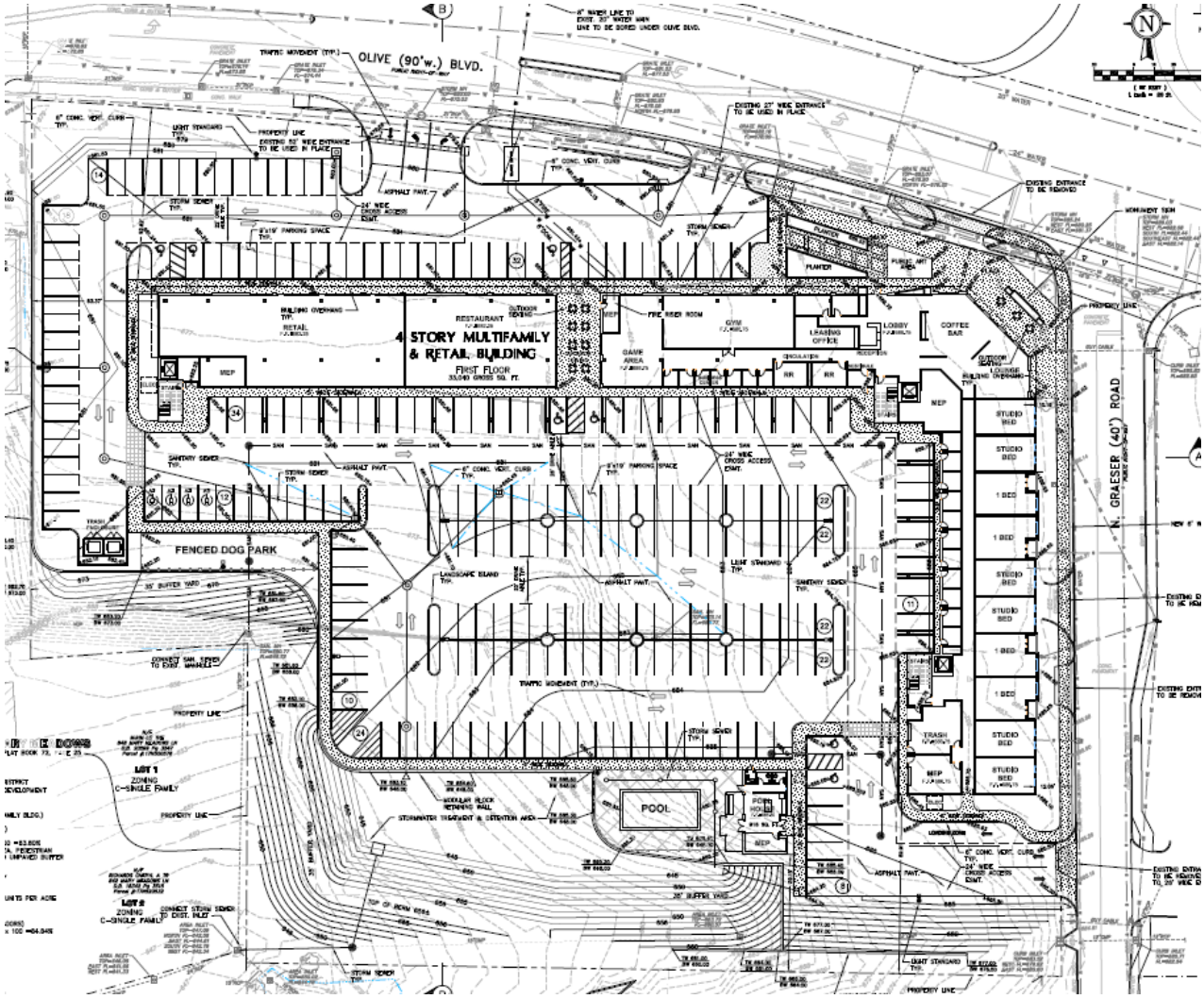


Figure 9: Site Development Plan, sheet SD3.

Setback and Buffers

Sheet SD3 of the Site Development plan shows the proposed setback and buffers for Graeser Station. It provides that the development will include a 35-foot Residential Buffer Yard along the southern portion of the property that abuts single-family residential uses. This area is free of impervious improvements, aside from the retaining wall, and will be landscaped to screen the development adjacent to the single-family lots. The Graeser Station Development and Use Standards list the minimum front yard setback as 20 feet, the minimum side yard setback at 10 feet and the minimum rear yard setback as 88 feet. The building is setback 21 feet at the closest point to Olive Boulevard but that distance increases to 92 feet at the maximum distance. The building's placement along Graeser Road has been increased to include a 10-foot setback from the property line. The building is setback 63 feet from the western property line and 89 feet from the rear property line to the south.

The retaining wall planned for the rear of the site will vary in height from approximately 1 foot to approximately 38 feet due to the topography of the site. The tallest point of the wall is at the stormwater treatment and detention basin and will not be fully visible at that height due to the berm that sits 8 feet tall around the detention basin. The material of the wall is a modular block CMU. The applicant has supplied a site line perspective on sheet SD4 to show the proposed conditions (Fig. 7.) Staff is concerned about the height of the wall. The landscaping plan shows extensive landscaping proposed for the buffer area and the berm to screen the wall and the detention basin. The Planning and Zoning Commission should discuss this area with the applicant to determine if additional screening measures should be employed or if the height of the retaining wall can be lowered.

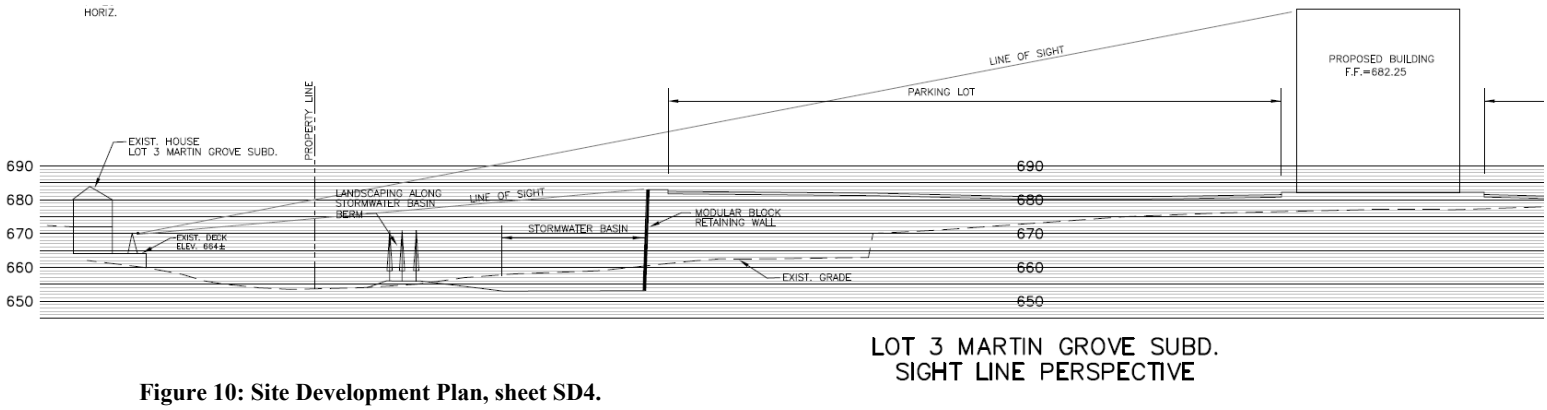


Figure 10: Site Development Plan, sheet SD4.

Stormwater Plan

Sheet SD5 of the Site Development Plan includes the stormwater plan for the site. A stormwater treatment and detention area will be constructed to capture the stormwater runoff for the site at the south western corner of the property. The basin will be created by the construction of the retaining wall to the north and the construction of a berm to south to capture the runoff. The water from the site will be captured from various collection points on site and piped to the basin. From there, it will be piped through the new storm sewer to an existing inlet just offsite to the east of the property. The stormwater calculations provided show that the estimated volume required for the site is 50,830 C.F. and the detention basin storage provided is 60,103 C.F. Public Works Staff have reviewed the plans and given comment and MSD review will be required at the permit stage.

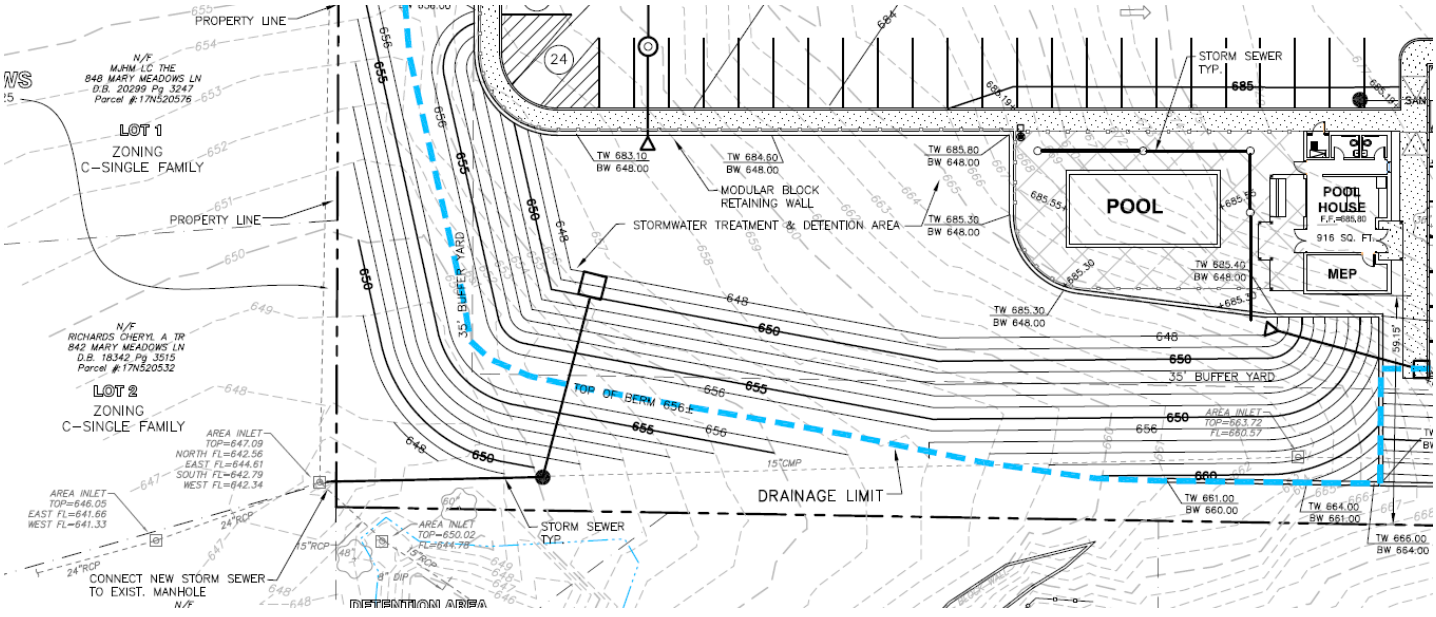


Figure 11: Stormwater Plan, sheet SD5.

Tree Removal and Landscaping Plan

The applicant has submitted a Tree Plan for the site, shown as sheet TP in the Site Development Plan. The plan includes a tree inventory of the existing trees on site. The majority of the trees on site are concentrated at the southern portion of the project area because the lots closer to Olive Boulevard were previously developed with two commercial strip centers and surface parking lots. The tree inventory shows that 100% of the existing on-site trees will be removed. The existing trees on the southern portion of the lot will be impacted by the construction of the parking lot, retaining wall and detention basin for this site and the existing street trees along Graeser Road will be installed along Greaser Road in their place.

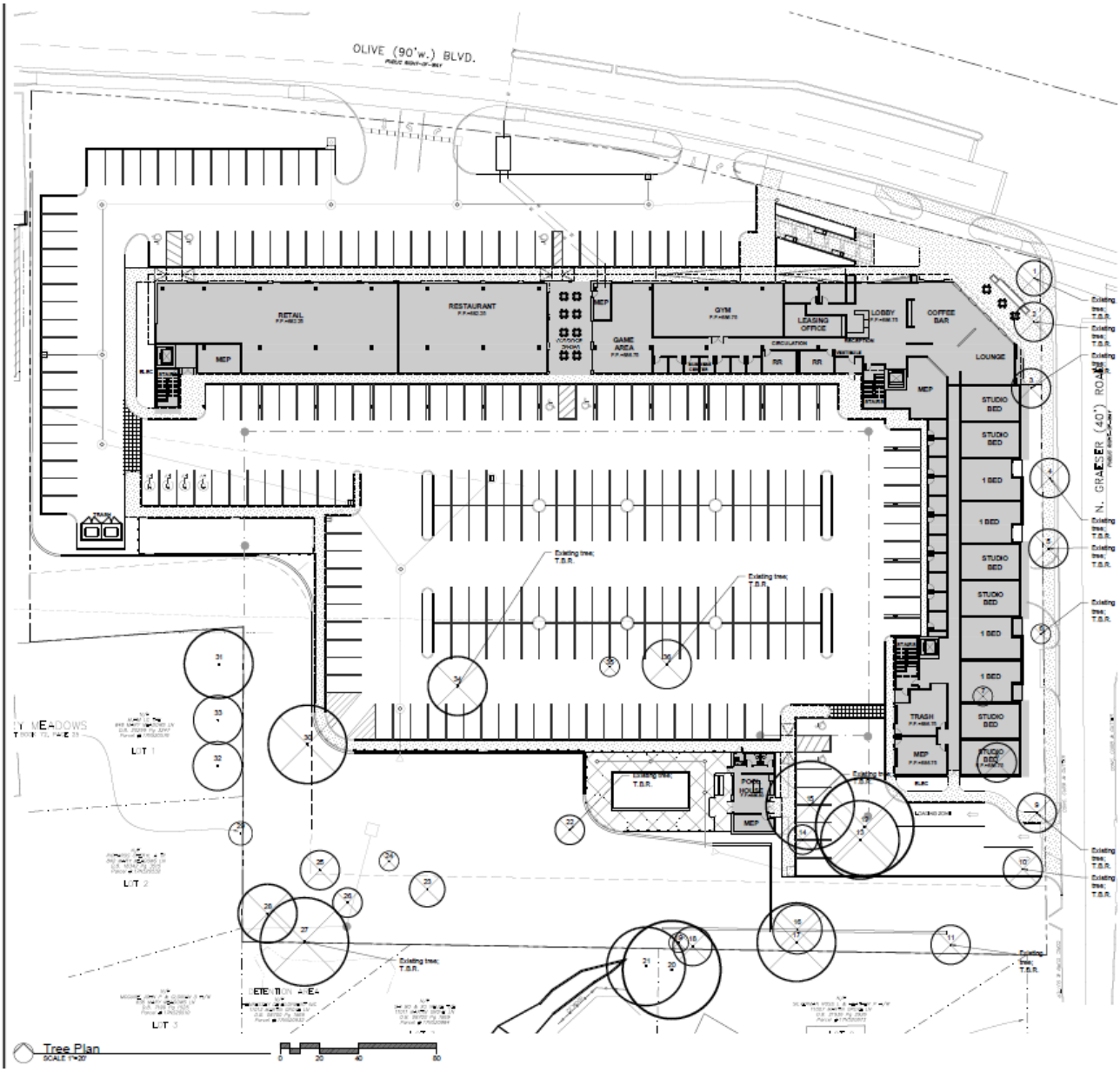


Figure 12: Tree Plan.

The Landscaping Plan, Sheet L1.01 of the Site Development Plan includes all proposed new landscaping for the development. The landscaping plan shows extensive landscaping planned for the site. The plan shows 10 new street trees are proposed for the Olive Boulevard street frontage and 8 new street trees are proposed for the Graeser Road street frontage. A mix of evergreen shrubbery is proposed to screen headlight glare from the parking stalls along Olive Boulevard. Peripheral landscaping is provided around the edges of the parking lot as well as landscaping islands at the endcaps in the rear parking lot and individual trees to break up the large expanse of parking stalls. A variety of shrubs, ornamental grasses, perennials and annuals are proposed for the area adjacent to the building along Graeser Road, between the sidewalk and the building to create a separation for pedestrians from the building. This planting mix is also continued within the corner plaza area around the benches and art installation location. According to Section 405.540, an underground irrigation system is required as part of this redevelopment project but is not mentioned on the landscaping plan. An extensive landscaped buffer is proposed to screen the new building, detention basin and retaining wall from the adjacent single-family residentials lots to the south. This buffer includes a mix of evergreen trees and shrubs for a layered screening effect.

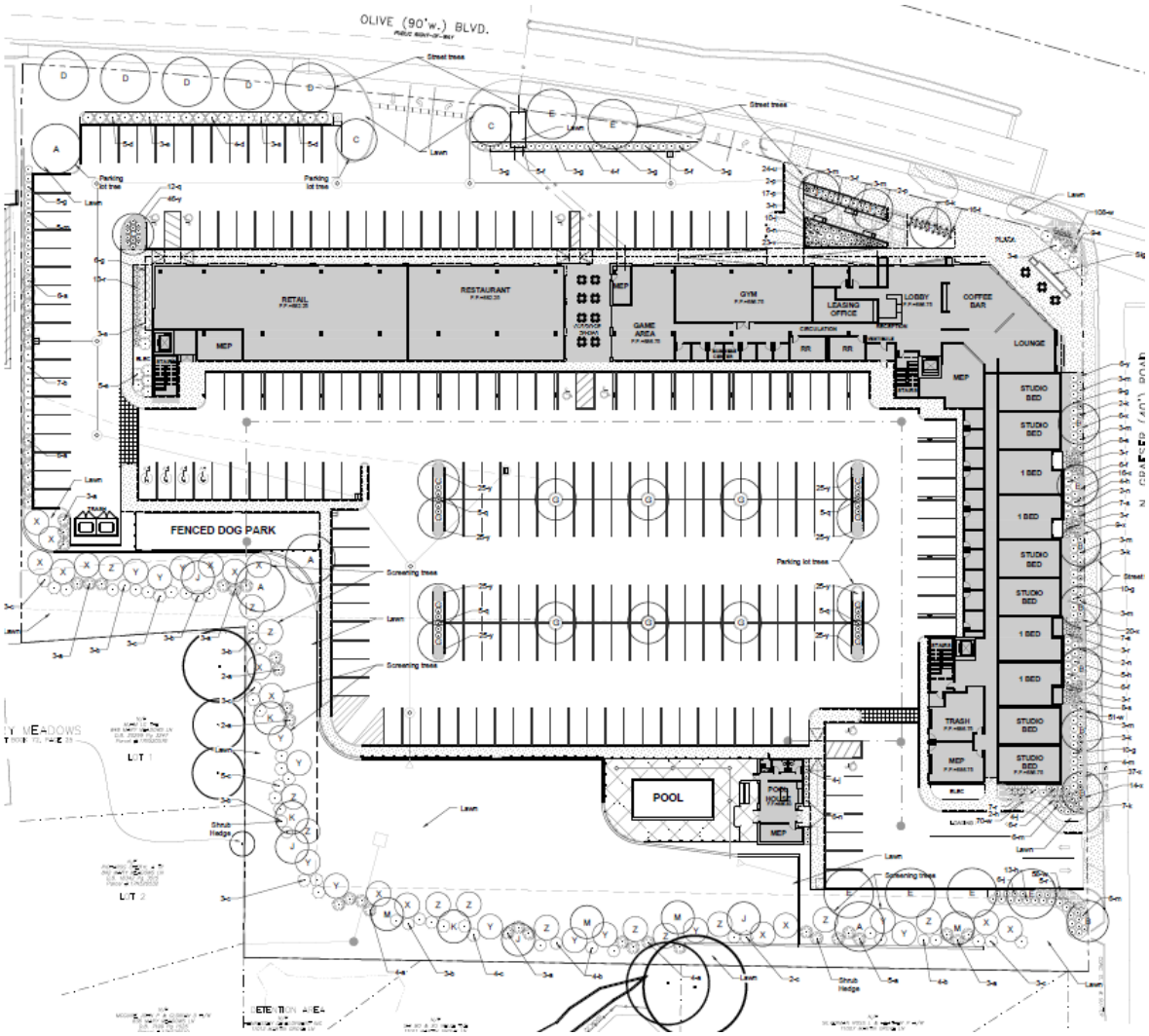


Figure 13: Landscaping Plan.

Trash Enclosure

The Site Development Plan shows the location of the trash enclosure for the retail uses placed in the south western corner of the property. The enclosure appears to be fully enclosed with a solid screening wall and gates, but no detailed drawing or material information was provided. The trash for the residential component will be collected within a dedicated trash room internal to the building.

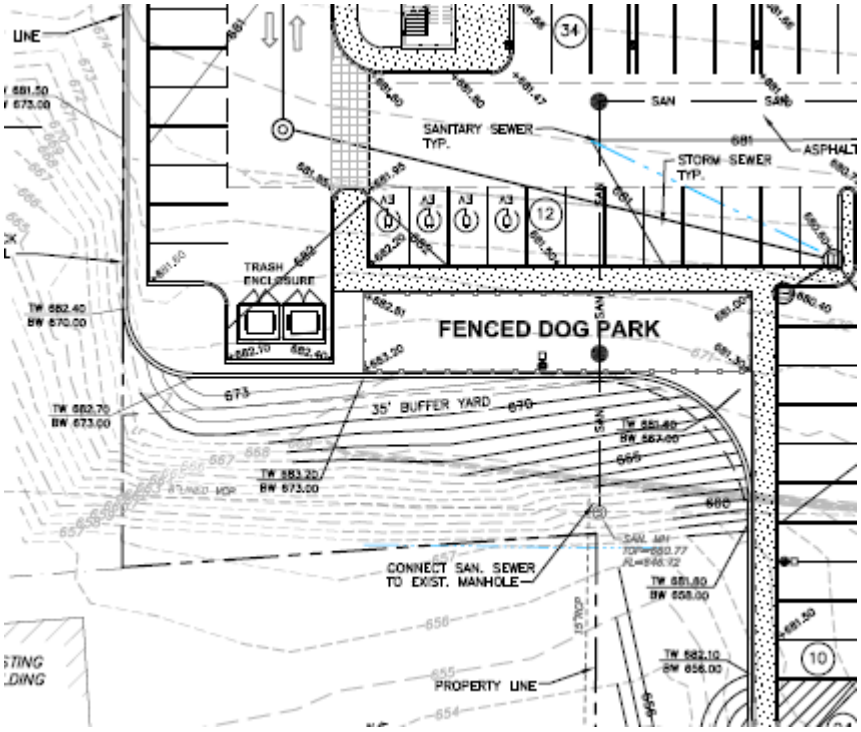


Figure 14: Trash Enclosure Location Shown on the Site Development Plan.

Site Amenities

The Graeser Station development contains amenities for both the public users and the residents of the building. The public amenities include the landscaped plaza feature at the corner of Olive and Graeser with outdoor seating and the outdoor dining option available in the covered walkway through the building. The residential amenities include the pool, patio and pool house behind the building and the fenced dog park area for pets as well as the indoor coffee bar, lounge, gym and game area.

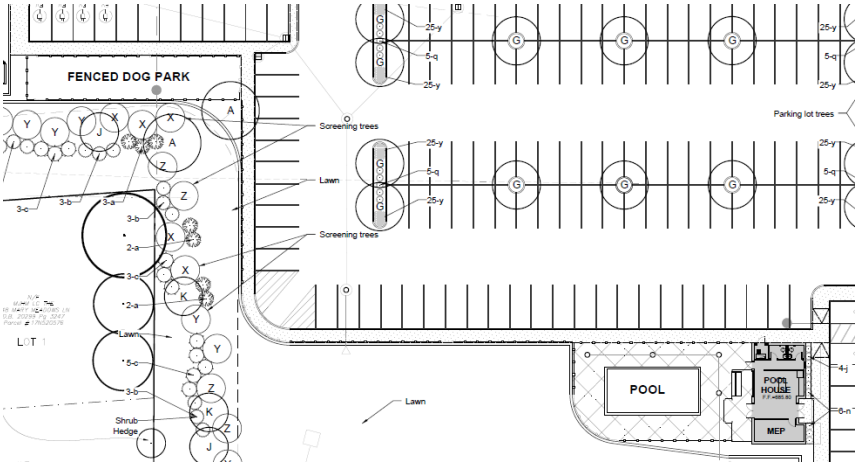


Figure 15: Outdoor Amenities at Rear of Building.

Lighting and Photometric Plan

The photometric plan provided, sheet PH1.0 of the Site Development Plan, shows that all lighting levels on site will be less than 1.0 footcandle at the property lines, as is required by Section 405.680. Sheet PH1.1 includes the proposed site and building lighting cut sheets showing lighting fixtures as downcast and shielded, as required. The parking lot pole lights are shown at a total height of 24 feet, including the base, which is in compliance with the requirements of Section 405.680 which allows a maximum height of 24 for non-residential zoning districts. The Commission could consider reducing the height of the light fixtures in the back parking lot if there are concerns with impacts to the adjacent residents. The color temperature of the exterior fixtures is also not specified.

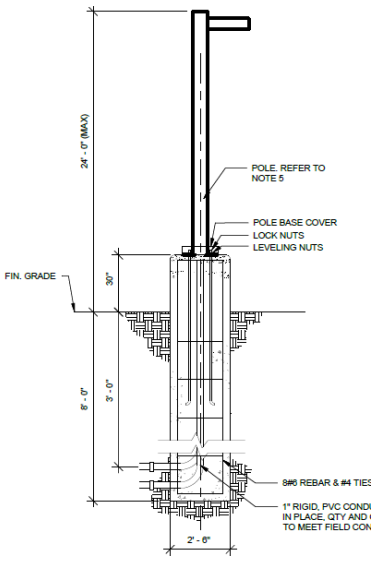






Figure 16: Proposed Lighting.

Parking Study

The applicant has hired an engineering consultant, Lochmueller Group, to review the proposed development and 250 parking spaces on site to determine if they are sufficient for the proposed mixed-use development. Lochmueller Group has provided a Parking Study dated October 21, 2025, to explore the possibly of shared parking for the proposed uses. Per the requirements of Section 405.820 *Required Off-Street Parking Spaces*, the total required parking for this development under the Zoning Code would be 345 parking spaces. This number takes into account each use separately, the residential, retail and restaurant uses and assumes 100 seats in the restaurant. Section 405.800.G.4 allows for up to 50% of the required parking to be used jointly or shared among uses if approved by the Planning and Zoning Commission. Given a total of 345 parking spaces are required, 173 parking spaces cannot be considered "shared" amongst the uses but any parking stalls beyond the 173 spaces may count toward more than one use. This allows for an overall reduction in the number of parking spaces required on site if approved by the Planning and Zoning Commission. This approval may be rescinded by the City Council with 15 days prior written notice and additional parking shall be obtained by the owners in the event that the City Council determines that such joint use is resulting in a public nuisance or is otherwise adversely affecting the public health, safety or welfare. Since the applicant is proposing to construct 250 parking stalls on site and 173 cannot be shared, that leaves 77 parking stalls that could be counted towards multiple uses within Graeser Station. In order to determine if the 250 parking stalls would be enough to serve this use the consultant used ITE's Parking Generation Manual peak parking demand calculations. Using this data, the parking study projected a peak parking stall occupancy of 93% during both the typical weekday and a typical Saturday. At that time, 232 parking spaces would be expected to be occupied, leaving a total of 18 parking spaces available. This peak would occur during the overnight/early morning hours when the residential parking demand is at its highest. However, at these times, the retail and restaurant uses would not be open for business and turnover of the parking spaces would be low. Based on these findings, Lochmueller Group determined that the 250 parking stalls provided would be sufficient to address

parking demand on site for all uses. The City's traffic Consultant, HR Green, reviewed the provided Parking Study and provided the following statement in a technical memorandum dated November 24, 2025, "The parking analysis appropriately applies a conservative approach, recognizing that peak demands for individual land uses are unlikely to occur simultaneously, allowing for shared parking. However, the projected peak demand of 232 spaces compared to 250 available spaces offers limited flexibility for surges. Future changes in restaurant or retail use or density could further impact parking availability, particularly given the lack of options for additional on-site parking." Both the Parking Study and the memo from the City's consultant were provided as part of the material with this packet. Both the applicant's consultant and the City's consultant will be available at the meeting for discussion.

Traffic Impact Study

A traffic impact study was prepared based upon an agreed scope with representatives from MoDOT, City staff and the City's consulting traffic engineer. Olive Boulevard is under the jurisdiction of MoDOT, while Graeser Road is part of the City's street network. The traffic study examined the existing street networks, nearby intersections and existing traffic volumes based on observed traffic data collection. The existing traffic operations and intersection Level of Service (LOS) within the study area were determined to form a baseline. The study then considered the proposed development and assigned trip generation estimates based on the proposed land uses, pass-by trip assumptions, background growth rate, and traffic distribution assignments within the area. The traffic volumes were generated for the following scenarios: Construction Year 2026 No Build, Construction Year 2026 Build, Future Year 2036 No Build and Future Year 2036 Build.

In summary, the traffic impact study concluded that the development is projected to generate approximately 65 new inbound and outbound trips from the site during the morning peak hours and 94 new trips during the afternoon peak hours. Mid-day peak trip generation is approximately 63 inbound and outbound trips.

The study noted that the northbound left turn movement on Graeser will eventually degrade to a LOS F with the 2036 Build Out scenario; however, corridor-wide signal timing adjustments by MoDOT should address these concerns. Further, vehicle queuing for left turn bays at the 95th percentile is not expected to extend beyond the available storage.

The study concluded that no modifications to the existing street network are recommended at this time, while noting signal timing modification could help reduce the delays along the side streets and improve overall intersection efficiency (p.34).

Review of the traffic impact study has been submitted to MoDOT by the City's consulting traffic engineer for review and comment. The review comments by MoDOT have not been provided at this time. The City's consulting traffic engineer will be in attendance at the meeting to answer any questions.

Development Standards and Allowed Uses

The applicant has submitted proposed development and use standards that can be used to regulate the development of this site and to address future uses. If approved, these standards would control these aspects of the development in lieu of the standard requirements of the zoning code. Many of these proposed standards correspond to the submitted Site Concept and Site Development Plan. The proposed use table is very detailed and utilizes the City's current land use code structure through the NAICS classification system. Some uses are listed as permitted (by-right) while others are listed as conditional, which would require a conditional use permit. The proposed uses and approval structure for the commercial component requires careful consideration given the shared parking arrangement. This aspect of the proposal will be addressed in greater detail at a future meeting when this application returns to the Planning and Zoning Commission.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site. As reviewed above, there are many facets to consider since a completly new zoning district would be created that is unique to this project. The majority of the requirements have been effectively addressed in the development proposal, while some aspects are subjective or interpretive and require further discussion between the Commission and the applicant. For these reasons, Staff recommends that the Commission hear from residents at the public hearing, provide direction on the appropriateness of the development for the zoning, overall compatibility of the project with the surrounding land uses and guidance from the comprehensive plan, and identify areas for further staff analysis or for applicant adjustments to the proposal. Staff requests that following presentations and disusssion, the Planning and Zoning Commission vote to continue the matter to a subsequent meeting date of the Commission.

SUGGESTED ACTION

If the Planning and Zoning Commission agrees that a recommendation should be held until a subsequent meeting, the following is an example motion for a continuance:

> "I move to continue applications 25-034 and 25-035, the rezoning and site concept and development plan for Graeser Station Planned Mixed-Use Development to a future meeting date, to allow for resolution of issues, comments from MoDOT regarding the traffic study, submittal of the boundary adjustment plat and preparation of a draft PMD ordinance."

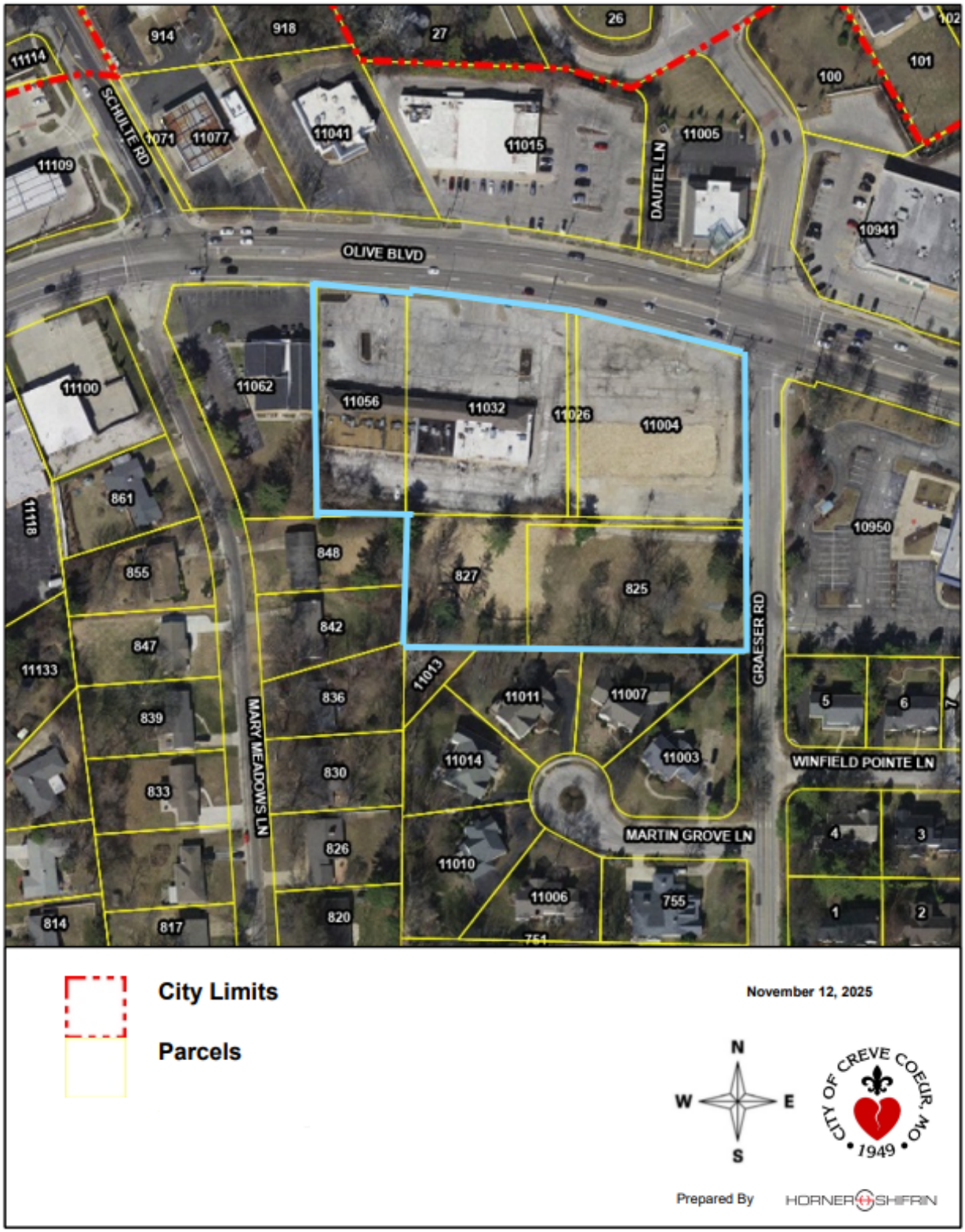
APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL MAP



CITY OF CREVE COEUR

MEMORANDUM

Date: April 20, 2026
To: Kris Simpson, City Administrator
From: Kevin Mulligan, Civil Engineer
CC: Dione Garson, Assistant Director of Public Works
Jim Heines, Interim Director of Public Works
Subject: Recommendation to transfer Right-of-Way to MoDOT, Olive Blvd & N. New Ballas Rd

---

Staff Recommendation

City staff recommends transferring right-of-way from the City of Creve Coeur to the Missouri Department of Transportation (MoDOT). The subject right-of-way is located on N. New Ballas Road north of Olive Boulevard and along the north side of Olive Boulevard adjacent to the property at 11733 Olive Boulevard. The light purple shaded area on Exhibit A shows the areas of right-of-way to be transferred to MoDOT.

Background

MoDOT has an upcoming project to improve the sidewalks on Olive Boulevard east of I-270. During project planning, MoDOT staff found that right-of-way on the north side of Olive Boulevard, adjacent to 11733 Olive Blvd had been dedicated to the City in 1996. Because MoDOT is responsible for maintaining sidewalk along Olive Boulevard, staff believes it is appropriate and efficient to transfer this right-of-way to MoDOT.

Attachments Right-of-Way Dedication Plat
Right-of-Way Donation Letter

BILL NO. _6216_____ **ORDINANCE NO. _____**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI, AUTHORIZING THE TRANFER OF RIGHT OF WAY AT AND ADJACENT TO THE NORTHERN INTERSECTION OF NORTH NEW BALLAS ROAD AND OLIVE BOULEVARD TO THE MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION.

WHEREAS, the Missouri Department of Transportation (MODOT) has plans to improve Olive Boulevard including within the City of Creve Coeur, and

WHEREAS, MODOT has requested that the City transfer without compensation certain right of way at and adjacent to the northern intersection of North New Ballas Road and Olive Boulevard to the Missouri Highway and Transportation Commission to facilitate that project, being approximated 8000 square feet, as depicted in **Exhibit A** attached hereto;

WHEREAS, the City Council has determined that it is the public interest to facilitate MODOT's project and to fulfill its request;

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, Missouri, as follows:

SECTION 1: The City Administrator is hereby authorized to execute a Special Warranty Deed substantially in the form attached hereto as **Exhibit B** to transfer the right of way described therein located at and adjacent to the northern intersection of North New Ballas Road and Olive Boulevard to the Missouri Highway and Transportation Commission, with such changes as he may determine to be necessary and proper to achieve the transaction herein described and consistent herewith, and the City Clerk is authorized to attest thereto. The City Administrator and his designees are further authorized to take such actions as may be necessary to consummate the transaction herein authorized.

SECTION 2: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS __DAY OF _____, 2026.

_____

PRESIDENT OF CITY COUNCIL

BILL NO. _6216_____ **ORDINANCE NO. _____**

APPROVED THIS __DAY OF _____, 2026.

_____
DR. ROBERT HOFFMAN
MAYOR

ATTEST:

_____
KELLIE HENKE, MRCC
CITY CLERK

EXHIBIT A

LEGEND
- NEW CONCRETE SIDEWALK
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- PERMANENT ROW

SCALE
0 20 40 60

10
N/F
CAPARCO THREE INC.
(ET AL)
11801 OLIVE BLVD.

NEW BALLAS RD

11
/ CITY OF
CREVE COEUR

1
N/F
MID-COUNTY REAL
ESTATE LLC
11753 OLIVE BLVD.

NEW ROW
8808 SF. PERMANENT
RIGHT OF WAY
EX. PROPERTY LINE
(DEDICATION LINE)
GUARDRAIL (R)
NEW ROW
SL
EX. CABINETS
(UIP)
EXIST. R/W
EX. PULLBOXES
(UIP)
EX. SIGNAL
POLES (UIP)
EX. SIGNAL
POLES (UIP)
EX. PULLBOX
(UIP)
MONUMENT
SIGN (DND)
EXIST. R/W
NEW CONCRETE
BARRIER WALL
NEW SIDEWALK 5'
W/ HANDRAILING
RTE. 340
S70°53'10"E
STA. 125+77.21 R1
EQUATION:
STA 126+17.12 BK
=
STA 126+19.95 AH
STA 127+11.46 R2
STA. 135+17.84 R2
265.11' S3°33'27"E
NEW BALLAS RD

PI 129+21.43
PC 127+11.46
PT 131+30.95
Δ 8°23'0.0" (LT)
D 1°59'59.6"
L 419.19' (ARC)
T 209.97'
R 2,864.95'

9
N/F
CREVE COEUR PLAZA
ASSOCIATES LLC
700 N NEW BALLAS RD.

PARCEL 11 (NEW R/W PER DEDICATION FROM CITY OF CREVE COEUR)						
POINT	STATION	OFFSET	BEARING/CHORD	DISTANCE	CURVE RADIUS	CURVE DISTANCE
A	127+88.62	47.13' LT.				
			N17°47'14"E	2.00'		
B	127+88.63	49.13' LT.				
			S73°00'01"E	77.35'	2812.93'	77.35'
C	128+67.32	48.84' LT.				
			N66°17'50"E	70.57'	55.00'	76.62'
D	129+23.46	93.39' LT.				
			S77°17'46"E	10.95'		
E	129+34.77	93.78' LT.				
			S88°21'42"E	44.31'		
F	129+79.56	103.42' LT.				
			S84°25'21"E	17.13'		
G	129+97.17	105.80' LT.				
			S02°34'08"W	41.68'		
H	130+05.18	64.85' LT.				
			S43°07'49"E	25.81'		
I	130+27.06	50.48' LT.				
SEE B SHEET FOR DETAILS FOR POINTS J THROUGH Q						
R	130+00.59	42.41' LT.				
			N76°23'02"W	42.51'	2819.93'	42.51'
S	129+57.44	42.30' LT.				
			N00°03'08"E	4.35'		
T	129+56.36	46.51' LT.				
			N73°53'31"W	164.98'	2814.93'	165.00'
A	127+88.62	47.13' LT.				

DATE PREPARED
2/13/2026

ROUTE	STATE
340	MO
DISTRICT	SHEET NO.
SL	7

COUNTY
ST. LOUIS

JOB NO.
JSL0076B

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

RIGHT OF WAY SHEET
SHEET 1C OF 8

PARCEL 11 (NEW R/W PER DEDICATION CITY OF CREVE COEUR)						
POINT	STATION	OFFSET	BEARING/CHORD	DISTANCE	CURVE RADIUS	CURVE DISTANCE
I	130+27.06	50.48' LT.				
			S78°22'57"E	101.76'	2811.93'	101.77'
J	131+30.95	50.74' LT.				
			S79°25'10"E	90.51'		
K	132+21.46	50.98' LT.				
			S81°23'00"E	144.53'	2108.75'	144.56'
L	133+73.00	45.89' LT.				
			S88°41'53"E	75.66'	663.78'	75.70'
M	134+52.07	44.60' LT.				
			N10°25'27"E	8.19'		
N	134+50.27	36.59' LT.				
			N88°36'57"W	74.97'	671.78'	75.00'
O	133+72.54	37.90' LT.				
			N81°23'07"W	145.22'	2116.75'	145.25'
P	132+21.48	42.98' LT.				
			N79°25'12"W	90.51'		
Q	131+30.97	42.74' LT.				
			N78°07'04"W	128.14	2819.93'	128.15'
R	130+00.59	42.41' LT.				

1

N/F
MID-COUNTY REAL
ESTATE LLC
11753 OLIVE BLVD.

11

CITY OF
CREVE COEUR

8808 SF. PERMANENT
RIGHT OF WAY

CERTIFIED LAND SURVEY TIE #2

LAND CORNER TIE #2
FOUND IRON ROD LS #266D AT THE
SOUTHEAST CORNER OF LOT B OF
MARRIOTT COURTYARD PLAZA PLAT 2
PB.366 PG.251
SAID IROD ROD BEING N10°42'26"W 200.26'
FROM CENTERLINE STATION 137+00

2

N/F
UNION ELECTRIC COMPANY
11665 OLIVE BLVD.

GUARDRAIL (R)
NEW SIDEWALK 5'
W/ HANDRAILING
NEW ROW
EX. PROPERTY LINE
(DEDICATION LINE)
29' COMMERCIAL ENT.
MIXED APPROACH @ 9.53%
STA. 134+08 (R&R)
EXIST. R/W
NEW CONCRETE
BARRIER WALL
R&REPLACE
PULL BOX
S79°16'10"E
BARRIER HEIGHT
TRANSITION
LARGE RADIUS
PERP. CURB RAMP
GRATE INLET TOP
(R&REPLACE)
LARGE RADIUS
PERP. CURB RAMP
EXIST. R/W
RTE. 340
MATCHLINE STA. 129+79.16 R2
EQUATION:
STA 131+30.95 BK =
STA 131+30.95 AH
PT STA 131+30.95
PC STA 132+21.46
MATCHLINE STA. 136+60.34
MATCHLINE "A"
135
EXIST. R/W
25' COMMERCIAL ENT.
CONC. APPROACH
STA. 132+03 (UIP)
@ 0.00%

9

N/F
CREVE COEUR PLAZA
ASSOCIATES LLC
700 N NEW BALLAS RD.

WILL AVE
EXIST. R/W
EXIST. R/W
EXIST. R/W

LEGEND
- NEW CONCRETE SIDEWALK
- TEMPORARY CONSTRUCTION EASEMENT
- PERMANENT EASEMENT
- PERMANENT ROW

SCALE
0 20 40 60

PI	134+57.60
PC	132+21.46
PT	136+89.97
Δ	25°18'0.0" (LT)
D	5°26'44.8"
L	464.58' (ARC)
T	236.14'
R	1,052.12'

DATE PREPARED
2/13/2026
ROUTE 340 | STATE MO
DISTRICT SL | SHEET NO. 8
COUNTY
ST. LOUIS
JOB NO.
JSL0076B
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

DESCRIPTION
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

RIGHT OF WAY SHEET
SHEET 2C OF 8

EXHIBIT B

CCO FORM: RW52
Approved: 04/10 (AR)
Revised: 03/23 (JDS)
Modified:

COUNTY: St. Louis
ROUTE: 340
PROJECT: SL0076B
FED. PROJECT: _____
PARCEL: 11

SPECIAL WARRANTY DEED

(1) PARTIES: THIS AGREEMENT, made this ___ day of _____, 20__, by and between **City of Creve Coeur, a Municipal Corporation**, (hereinafter, "Grantor"), of the County of St. Louis, and State of Missouri, and the STATE OF MISSOURI, acting by and through the MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION, (hereinafter, "Grantee").

GRANTOR(S)' ADDRESS: 300 North New Ballas Road, Saint Louis, MO 63141

GRANTEE'S ADDRESS: 105 W. Capitol Avenue, Jefferson City, MO 65102

(2) CONSIDERATION: Grantor, in consideration of the sum of **ONE DOLLARS ($1.00)**, to be paid by the Grantee, the receipt of which is hereby acknowledged, does hereby grant, bargain and sell, convey and confirm to the Grantee fee simple title in the property described in this deed.

(3) PROPERTY DESCRIPTION: Grantor conveys to the Grantee the real estate and interests in real estate in the County of St. Louis, State of Missouri, and being more particularly described in Exhibit A – Property Description, attached hereto and made part hereof.

A tract of land being part of the Right-of-Way Dedication to the City of Creve Coeur as shown on A Boundary Adjustment, Road Dedication and Easement Plat of Parcel A of Marriott Courtyard Plaza Plat 1 Recorded in Plat Book 343 Page 40 of the St. Louis County Records and also being part of North New Ballas Rd. Having a variable width located within Section 3, Township 45 North Range 5 East of the 5th Principal Meridian and being more particularly described in Exhibit A.

This conveyance includes all the realty and realty rights described in Exhibit A that lie within the limits of tracts of land described and recorded with the St. Louis County Recorder Deeds in Book 06965 at Page 1050.

(4) RIGHTS OF GRANTEE: Grantee shall obtain all rights, privileges, appurtenances and immunities belonging to the Grantor, its successors and assigns forever.

(5) SPECIAL WARRANTY: The Grantor hereby covenants that it is lawfully seized of an indefeasible estate in fee in the premises hereby conveyed. Grantor

covenants that the said premises are free and clear of any encumbrances done or suffered by it, and will warrant and defend the title to said premises unto the Grantee, and unto its successors and assigns, forever, against the lawful claims and demands of all persons claiming by, through or under the Grantor, but none other.

(6) DATE: IN WITNESS WHEREOF, the said Grantor executed the above the day and year first above written.

City of Creve Coeur, a Municipal Corporation

_____
(Signature)

_____
(Print Name)

_____
(Title)

ACKNOWLEDGMENT BY CITY

STATE OF_____)
) ss
COUNTY OF_____)

On this ____ day of _____, 20__, before me appeared _____ personally known to me, who being by me duly sworn, did say that he/she is the _____ of the City of Creve Coeur and that the foregoing instrument was signed and sealed on behalf of the City of Creve Coeur and that he/she acknowledged said instrument to be the free act and deed of the City of Creve Coeur and that it was executed for the consideration stated therein and no other.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the county and state aforesaid the day and year written above.

_____
Notary Public
[Place SEAL under signature]

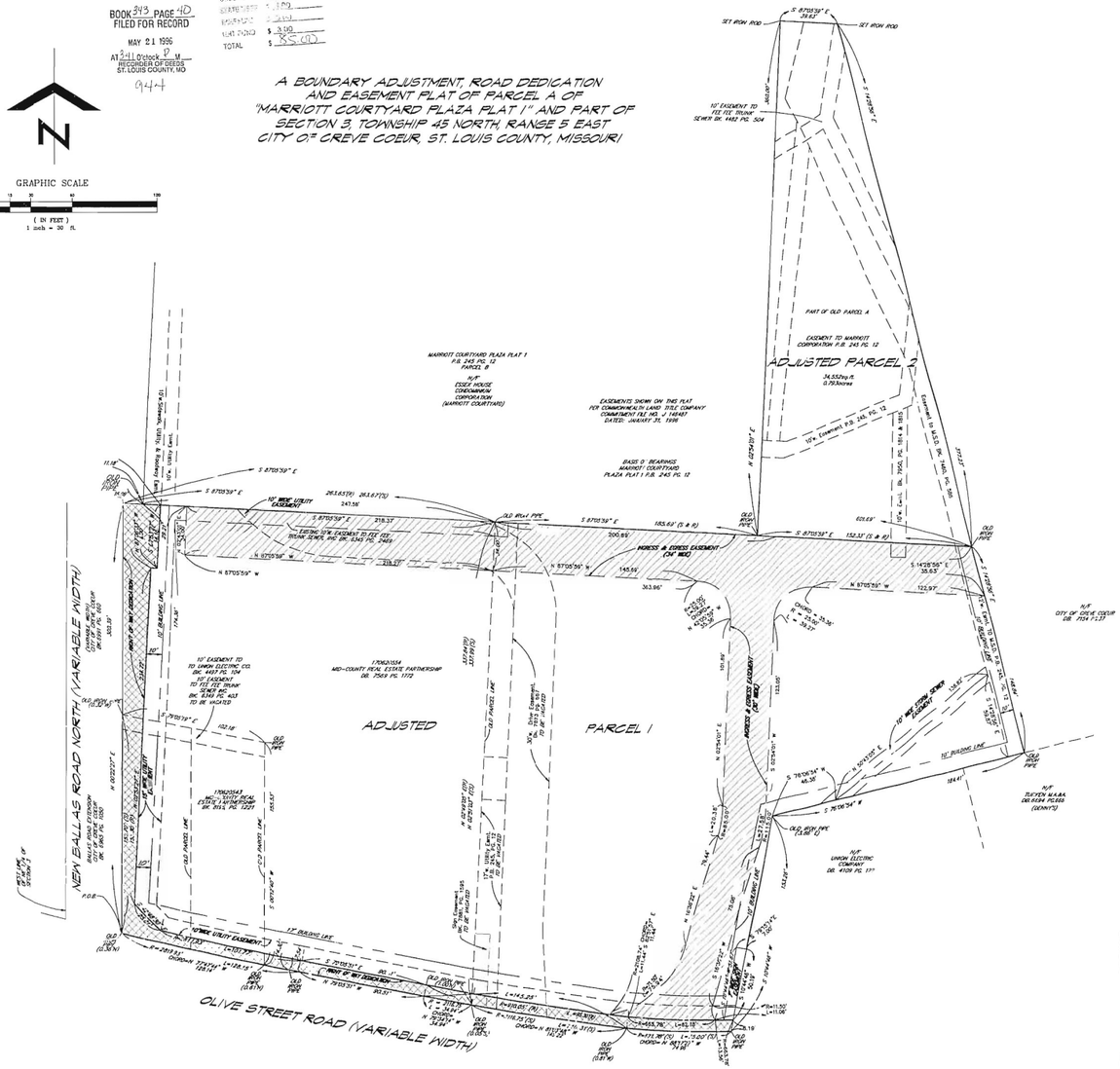
My Commission Expires: _____

BOOK 343 PAGE 40
FILED FOR RECORD
MAY 21 1996
AT 3:41 O'clock P M
RECORDER OF DEEDS
ST. LOUIS COUNTY, MO
9414

DOCUMENT	$ 75.00
SURVEY/PLAT	$ 3.00
INDEXING	$ 2.00
MISC CHARGE	$ 3.00
TOTAL	$ 83.00

A BOUNDARY ADJUSTMENT, ROAD DEDICATION AND EASEMENT PLAT OF PARCEL A OF "MARRIOTT COURTYARD PLAZA PLAT 1" AND PART OF SECTION 3, TOWNSHIP 45 NORTH, RANGE 5 EAST CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.


ADJUSTED PARCEL 2
34,553sq.ft.
0.793acres
PART OF OLD PARCEL A
EASEMENT TO MARRIOTT CORPORATION P.B. 243 PG. 12
MARRIOTT COURTYARD PLAZA PLAT 1 P.B. 243 PG. 12 PARCEL B
N/F CREST HOUSE CONDOMINIUM CORPORATION (MARRIOTT COURTYARD)
EASEMENTS SHOWN ON THIS PLAT PER COMMONWEALTH LAND TITLE COMPANY COMMITMENT FILE NO. J 149487 DATED: JANUARY 31, 1996
BASIS O' BEARINGS MARRIOT COURTYARD PLAZA PLAT 1 P.B. 243 PG. 12
ADJUSTED PARCEL 1
17060355A MID-COUNTY REAL ESTATE PARTNERSHIP DR. 7569 PG. 1772
17060354A MID-COUNTY REAL ESTATE / NETHERTOWN DR. 8113 PG. 1229
N/F CITY OF CREVE COEUR DR. 7139 P.237
N/F TUCKEN M.A.R.K. DR. 6694 PG. 688 (DEVISEE)
N/F UNION ELECTRIC COMPANY DR. 4128 PG. 177
NEW BALLAS ROAD NORTH (VARIABLE WIDTH)
OLIVE STREET ROAD (VARIABLE WIDTH)
ACCESS & EGRESS EASEMENT (AT MID)
INGRESS & EGRESS EASEMENT (AT MID)
10' EASEMENT TO FEE ST. BRUNK SEWER DR. 6483 PG. 504
10' EASEMENT TO UNION ELECTRIC CO. DR. 4457 PG. 134
10' EASEMENT TO FEE ST. BRUNK SEWER DR. 8748 PG. 403 TO BE VACATED
10' BUILDING LINE
17' BUILDING LINE
10' UTILITY EASEMENT
10' SEWER EASEMENT TO BE VACATED
10' SEWER EASEMENT TO BE VACATED
10' SEWER EASEMENT
10' SEWER EASEMENT TO BE VACATED
10' SEWER EASEMENT TO BE VACATED
10' SEWER EASEMENT TO BE VACATED

MoDOT
Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer
1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

Re: Acquisition of Right of Way
County: St. Louis
Route: 340
Project: SL0076B
Parcel: 11

March 10, 2026

City of Creve Coeur
300 North New Ballas Road
Saint Louis, MO 63141

Dear Propery Owner:

The Missouri Department of Transportation is pleased to inform you of an improvement planned for your area. Engineering drawings which describe the proposed project are attached.

We do want to inform you of your right to receive compensation for the land and/or property rights in question, as determined by an appraisal of the rights to be acquired from your property.

We are hopeful that, because of the benefits to be derived from the project, we can reach an agreement with you to donate the required land and/or property rights to accomplish the proposed construction. Should you choose to donate, we would appreciate your signing this letter, waiving your right to compensation and pro rata tax adjustment and returning it to us. To comply with regulations, we will also need your signature later on a formal conveyance document.

An acquisition brochure is furnished with this letter. It's purpose is to explain the process which must be followed to acquire right of way.

We look forward to the completion of this improvement project and appreciate your cooperation.

Respectfully,

Missouri Department of Transportation by: _____ Nicole Kreisel, RW Mgr

ACCEPTED BY PROPERTY OWNER

_____ _____ _____

Signature Title Date

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141

(314) 432-6000 • Fax (314) 872-2539

APPLICATION TO PLANNING AND ZONING COMMISSION

#26-006: A CONDITIONAL USE PERMIT FOR A MEDICAL LABORATORIES USE FOR FITNESS LABS LOCATED AT 10425 OLD OLIVE STREET ROAD, SUITE 200

FOR THE MEETING OF: Monday, April 20, 2026

LOCATION: 10425 Olive Street Road, in the GC (General Commercial) Zoning District

REQUEST: Zahid Kaleem, of Fitness Labs, LLC, has submitted a conditional use permit application for a 1,240 square foot space located at 10425 Old Olive Street Road, Suite 200. The property is zoned "GC"-General Commercial Zoning District. Fitness Labs, LLC will have their office at this location for an outpatient blood collection center with 2-4 employees at busiest shift. The hours of operation shall be from 7:00AM to 4:00PM Monday through Friday, 7:00AM to 12:00PM Saturdays, and closed Sundays. No exterior changes are proposed.

ADDITIONAL INFORMATION: Medical Laboratories, NAICS 621511, is a conditional use in the GC zoning district and requires a conditional use permit. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Is the request consistent with the requirements for a conditional use permit?

Creve Coeur 2030 Comprehensive Plan References

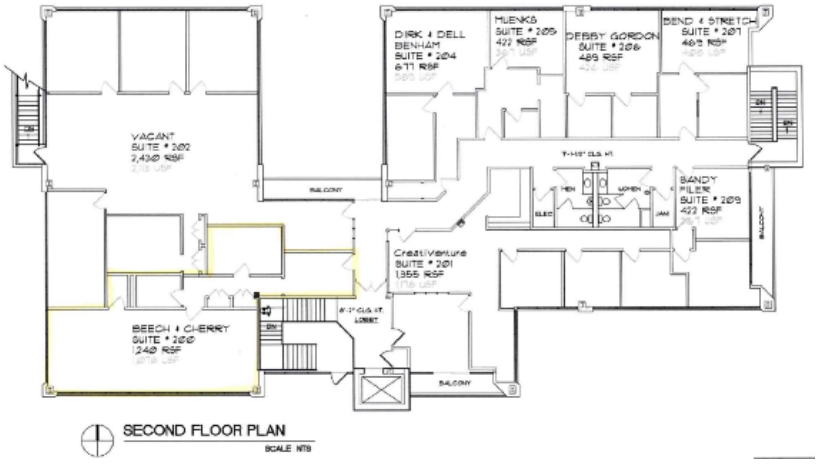
- Mixed-Use Innovation Campus District

Zoning Code References

- Section 405.360: GC-General Commercial Zoning District
- Section 405.470: Conditional Uses

APPLICANT: Zahid Kaleem
FitnessLabs, LLC
10425 Old Olive Street Road, Ste 200
Creve Coeur, MO 63141

OWNER: Shazia Zahid
12898 Thornhill Court
St. Louis, MO 63131



REPORT PREPARED BY: Bethany L. Moore, City Planner
DATE: 4/15/2026
ATTACHMENTS: Applicant's Materials
Draft Ordinance

PROPOSED USE

The applicant has applied for a Conditional Use Permit for a 1,240 square foot office space to use for an outpatient blood collection center, Fitness Labs. Fitness Labs will provide routine blood specimen collection services ordered by physicians and healthcare providers. Specimens collected at the facility are transported to certified laboratories for analysis and no on-site testing is performed. Through discussions of the proposed use with the applicant and review of NAICS codes, the NAICS code that most closely aligns with the proposed use was chosen and the applicant applied for the Conditional Use Permit. The applicant will have 2-4 employees and will operate within the hours of 7:00AM to 4:00PM Monday through Friday, 7:00AM to 12:00PM on Saturday and will be closed on Sunday. The space will not be modified on the exterior to accommodate the request. NAICS 621511, Medical Laboratories is a Conditional Use in the "GC" General Commercial zoning district requiring approval from the City Council with a positive recommendation from the Planning and Zoning Commission.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Multi-family Residential	Unincorporated St. Louis County	N/A
South	Commercial	"CB" Core Business	Old Olive Street Road
East	Commercial	"GC" General Commercial	N/A
West	Commercial	"GC" General Commercial	N/A

COMPREHENSIVE PLAN REVIEW

The subject property is located within the Mixed-Use Innovation Campus District (MUIC) located on the west end of Old Olive Street Road. The Comprehensive Plan recommends that a variety of active, office and residential uses be allowed and encouraged with side and rear lot parking. The MUIC is intended for the development of specialized office, laboratory, institutional, and research buildings for high-tech and biotech industries, supported by vibrant, ground floor mixed-use development, multi-family housing, and other community amenities. The focus of the MUIC is to develop the 39 North plant science and agricultural technology district. Since the proposed use will only be taking up a small portion of the existing building with no exterior changes, this use is compatible in terms of the Comprehensive Plan guidelines. Therefore, the proposed use would satisfy the goals and objectives of the Comprehensive Plan as much as such a use could.

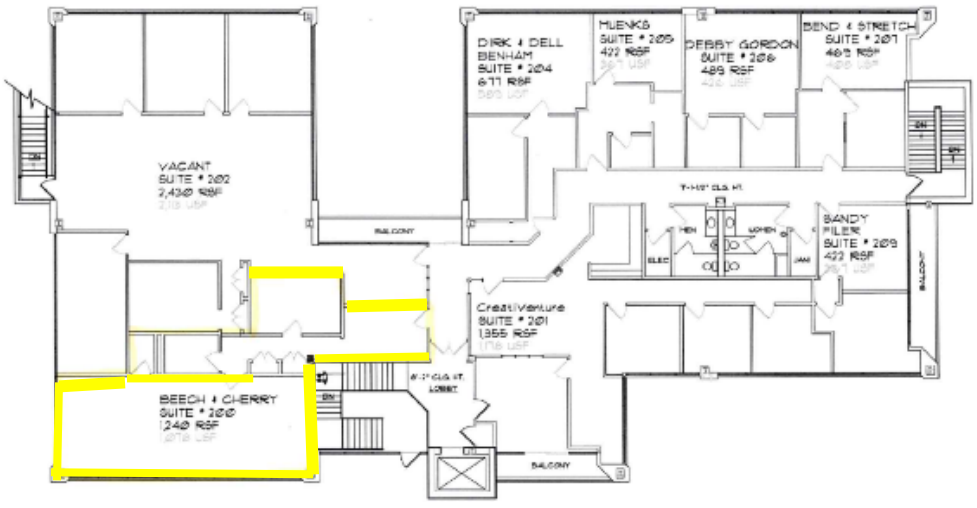


Figure 1: Floor plan with Fitness Labs location highlighted in yellow.



Figure 2: Aerial view of Property.

ZONING REVIEW

As the proposed use is utilizing an existing space within a multi-tenant office building, and will not be making any changes to the exterior of the building or site, staff does not have any concerns with this use. Due to the age of the subject, there are non-conformities on the site. One of the non-conformities is that the required amount of street trees is not met. Given that no construction will be taking place that will result in any exterior changes, staff is not recommending the installation of street trees as part of this Conditional Use Permit. A condition of approval has been added that a trash enclosure be installed to screen the existing dumpster from view. The asphalt parking lot is in fair condition but will need to be resealed and striped in the near future.

Parking

There are 86 total parking spaces on site that are shared between the office space tenants. The applicant's use, Medical Labs (NAICS 621511), requires 5 parking spaces per the requirement of 4 parking spaces per 1000 square feet of space. The total required amount of parking required by all uses is 77 spaces, which leaves a surplus of 9 parking spaces on site.

Below is the current parking table for the building:

Tenant	Use	Size (sq. ft.)	Parking Regulations	# of spaces
Suite 200-Fitness Labs	**Medical Labs**	**1,240**	***4/1000 sq. ft.***	**5**
Suite 201-Cruises and Tours Worldwide	General Retail	1,178	*4/1000 sq. ft.*	5
Suite 202- MAP Pilates	Fitness	2,113	*1/150 sq. ft.*	15
Suite 204- Dirk and Susan Henson	Counseling Services	589	*4/1000 sq. ft.*	3
Suite 205-Muenks Income Taz	Finance	367	*4/1000 sq. ft.*	2
Suite 206- Greg Kreuger	Counseling Services	426	*4/1000 sq. ft.*	2
Suite 207-Your Comfort Care	Home Health	408	*4/1000 sq. ft.*	2
Suite 209-Sandy Filer	Counseling Services	367	*4/1000 sq. ft.*	2
Suite 101-Vacant	General Retail	2,199	*4/1000 sq. ft.*	9
Suite 103-Vacant	General Retail	3,352	*4/1000 sq. ft*	14
Suite LL1-Gifted Resource Council	Educational Support Services	1,733	*1/300 sq. ft.*	6
Suite LL2-Geneva Financials	Finance	1,833	*4/1000 sq. ft.*	8
Suite LL3-Bio Balance	General Retail	923	*4/1000 sq. ft.*	4
			Total # of Parking Spaces Required:	**77**
			Total Available On-site:	**86**
			Excess Parking:	**9**

Trash Enclosure
Currently, there is not a trash enclosure around the dumpster on site. From google street view images, this condition has been present for several years. The dumpster is visible from the street and is not compliant with Creve Coeur Design Guidelines. A condition of approval has been added that the applicant and landlord submit plans for a trash enclosure for staff review and approval prior to final occupancy of this tenant space.



Figure 3: Existing Dumpster.

RECOMMENDATION
Based on the above analysis, the request for a conditional use permit meets the requirements of the Zoning Ordinance and is not in conflict with the goals of the Comprehensive Plan. If approved by the Planning and Zoning Commission, Staff recommends the following conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of a 1,240 square foot medical laboratory space, located at 10425 Old Olive Street Road.
2. The hours of operation shall be: 7:00AM to 4:00PM Monday through Friday, 7:00AM to 12:00PM on Saturday and will be closed on Sunday.
3. Additional business hours may be permitted with the Zoning Administrator's approval.
4. Applicant shall submit plans for a trash enclosure to be reviewed and approved by Staff before the approval of a final occupancy certificate.
5. All signs and banners shall be in conformance with Article VII, Sign Regulations, of the Zoning Code.
6. Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.
7. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
8. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.

MOTION
If the Commission wishes to vote on a recommendation to the City Council based on the current proposal, the following would be an appropriate motion:

> "I move to recommend approval of the conditional use permit for Fitness Labs according to the draft ordinance attached to the staff report on Application #26-006, for the meeting of April 16, 2026." (Conditions in the draft ordinance may be added, eliminated, or modified by preceding motion)

APPENDIX 1: COMPREHENSIVE PLAN
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL PHOTO



APPENDIX 4: SITE PHOTOGRAPHS	Photo Date:4/15/26
	Description: Parking lot existing conditions.
	Description: Subject Property.

BILL NO. 6217 **ORDINANCE NO. _____**

AN ORDINANCE AUTHORIZING THE ISSUANCE OF A NEW CONDITIONAL USE PERMIT FOR A 1,240 SQUARE-FOOT MEDICAL LABORATORIES USE (NAICS 621511) LOCATED AT 10425 OLD OLIVE STREET ROAD, SUITE 200.

WHEREAS, under Section 405.360(C), medical laboratories in the "GC" General Commercial zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, Zahid Kaleem, of FitnessLabs, LLC, has submitted an application for a new conditional use permit for a 1,240 square foot medical laboratories space, Fitness Labs, at 10425 Old Olive Street Road, Suite 200; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, April 20, 2026, beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

WHEREAS, notice of publication for said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a 5-0 vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on April 20, 2026; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Complies with all applicable provisions of this Zoning Ordinance Chapter 405 including but not limited to environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the welfare and convenience of the community at the specific location.
3. Will not cause substantial injury to the value of neighboring property.

4. Is consistent with the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans, unless good cause is demonstrated for deviation there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.
6. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on pedestrian or vehicular traffic or on community facilities or services, including but not limited to emergency services.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

Section 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the operation of a medical laboratory (NAICS 621511) located at 10425 Old Olive Street Road, Suite 200, in the "GC" General Commercial zoning district, whose legal description is as follows:

GUELBRATH SUBDIVISION, LOT B, PART OF LOT 10, according to the plat thereof record in the records of St. Louis County, Missouri.

Section 2: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Conditional Use Permit shall be for the operation of a 1,240 square foot medical laboratories space, located at 10425 Old Olive Street Road.
2. The hours of operation shall be: 7:00AM to 7:00PM Monday through Saturday and will be closed on Sunday.
3. Additional business hours may be permitted with the Zoning Administrator's approval.
4. Applicant shall provide plans for a trash enclosure to be reviewed and approved by Staff before the approval of a final occupancy certificate.
5. All signs and banners shall be in conformance with Article VII, Sign Regulations, of the Zoning Code.
6. Any future enlargement, extension, expansion or exterior alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or exterior alteration may be issued.
7. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.

8. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.

Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2026.

_____
DR. SCOTT SAUNDERS
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2026.

_____
DR. ROBERT HOFFMAN
MAYOR

ATTEST:

_____
KELLIE HENKE
CITY CLERK

city of CREVE COEUR

File #_____

PLANNING DIVISION

300 North New Ballas Road, Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

PLANNING AND ZONING COMMISSION AGENDA APPLICATION
CONDITIONAL USE PERMIT

PLEASE COMPLETE FRONT AND BACK PAGES

Applicant:	***Applicant's Representative (if applicable):***
Zahid Kaleem *Name*	_____ *Name*
FitnessLabs, LLC *Company (If Applicable)*	_____ *Company (If Applicable)*
10425 Old Olive St. Rd, Ste 200 *Address*	_____ *Address*
Creve Coeur MO 63141 *Address*	_____ *Address*
Telephone # 314-368-1540	*Telephone #* _____
Fax # _____	*Fax #* _____
Email: admin@szproperties.llc	*Email:* _____
Z. Kaleem ***Applicant's Signature***	_____ ***Applicant's Representative's Signature***

Property Information:	***Owner's Acknowledgement (if different from applicant):***
10425 old Olive Street rd, ste 200 *Address*	Shazia Zahid *Name*
Creve Coeur MO 63141 *Address*	_____ *Company (If Applicable)*
Old Olove Plaza *Development Name (if any)*	12898 Thornhill Court *Address*
GC *Current Zoning*	Saintg Louis MO 63131 *Address*
_____ *Prior CUP Approvals (if known)*	*Telephone #* 314-591-3892
_____	*Fax #* _____
_____	*Email:* shazia@corelab.email
	_____ ***Owner's Signature***

Description of Requested Use (attach additional sheets as needed)

General Description of Business: Fitnesslabs will provide routine blood specimen collection services ordered by physcians and healthcare providers.

Gross Floor Area – Existing and Proposed: 1240 RSF

Number of Seats (for restaurant only): _____

Number of Employees at the busiest shift: 2 - 4

Hours of Operation: 7 am - 4 pm M-F & 7 am - 12 pm Saturday

Current or Most Recent Use of the Property: Vacant

Will the applicant apply for a liquor license: Yes ☐ No ☑

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request for a conditional use permit should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

Submittal Checklist

☑ Rationale	☐ Building elevations for new construction
☑ Site plan	☑ Photographs of existing structures
☑ Access and parking plan; (may be shown on site plan)	☑ Materials samples
☑ Landscape plan	☑ Legal Description in Word format
☑ Floor plan	☑ Fees: $250 (non-refundable) $2000 (refundable deposit)
☑ Electronic copies of all materials	☐ Other items as requested by staff

Preferred Public Hearing Date: Monday,_____, 20____.

*****See Planning & Zoning Commission schedule and confirm available meeting dates with Planning Division staff*****

Office Use Only	
____ **All Sections Complete**	Received By:
____ **All Documents, incl. e-Copies**	_____
____ **Fees Paid**	Date: _____

Revised: 7/22

Conditional Use Permit Statement
Proposed Blood Draw Center (Phlebotomy Collection Facility)
Location: 10425 Old Olive Street Road, Ste 200, Creve Coeur, Missouri 63141

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1. Rationale for Conditional Use Permit

The applicant respectfully requests approval of a Conditional Use Permit to operate a **blood draw center (phlebotomy specimen collection facility)** within an existing commercial office building located at 10425 Old Olive Street Road in Creve Coeur, Missouri.

The proposed facility will provide routine blood specimen collection services ordered by physicians and healthcare providers. This type of facility functions similarly to a small medical office and represents a **low-impact healthcare service** that is consistent with the professional and medical office uses commonly found within commercial office buildings.

The subject property is located along Old Olive Street Road within an established commercial and professional office corridor. The building currently accommodates office and service-oriented businesses, making the proposed use compatible with surrounding activities. The blood draw center will not generate noise, outdoor activity, or other impacts that would negatively affect nearby businesses or residences.

By utilizing an existing commercial space, the proposed use represents an efficient reuse of an established building while providing convenient healthcare services to residents and workers in the surrounding community.

---

2. Operational Description

The proposed facility will operate as a **small outpatient blood collection center** where trained medical staff perform routine blood draws for laboratory testing. Specimens collected at the facility will be properly labeled, prepared, and transported to certified laboratories for analysis. No diagnostic laboratory testing will be performed on-site other than standard specimen preparation.

The center will be staffed by trained healthcare personnel, including certified phlebotomists and administrative staff.

Anticipated staffing:

- Approximately 2–4 employees during operating hours

Estimated patient volume:

- Approximately 20–40 patients per day

Patient visits are generally brief and typically last **5–15 minutes**. Most visits will be scheduled appointments, although limited walk-in services may be available. Because appointments are spread throughout the day, patient traffic remains steady but low in volume.

---

3. Hours of Operation

The proposed hours of operation are:

Monday – Friday: 7:00 AM – 4:00 PM
Saturday: 7:00 AM – 12:00 PM (limited services)
Sunday: Closed

These hours are typical for outpatient specimen collection centers and are designed to accommodate patients who require early morning testing before work or medical appointments.

No overnight operations, emergency services, or ambulance traffic will occur at this location.

---

4. Parking and Traffic Impacts

The blood draw center will generate minimal traffic compared with many other commercial uses. Because patient visits are brief and scheduled throughout the day, large groups of visitors do not arrive simultaneously.

Typical patient visits last approximately 5–15 minutes, resulting in **high parking turnover but low simultaneous occupancy**. At most times, only a small number of patients will be present in the waiting area.

The existing parking facilities at the property are sufficient to accommodate both staff and visitors. Staff will occupy only a limited number of spaces, and the staggered scheduling of appointments will prevent congestion.

Traffic generated by the facility will be similar to or lower than that of a standard professional office suite and will not significantly affect traffic conditions on Old Olive Street Road or surrounding streets.

---

5. Minimizing Impacts on Surrounding Properties

The applicant is committed to operating the facility in a manner that minimizes impacts on surrounding businesses and nearby residential areas. The following measures will be implemented:

- Operations will occur during normal daytime business hours.
- Patient appointments will be scheduled to avoid crowding.
- No outdoor activities or equipment will be used.
- All medical waste will be stored in approved containers and removed by licensed medical waste disposal services.
- The facility will operate quietly and will not generate noise, odors, or visual impacts.

Because the facility functions similarly to a small medical office, it is not expected to create any disturbance to neighboring businesses or the surrounding community.

---

6. Building and Landscape Design

The proposed blood draw center will occupy an existing tenant space within the building. No structural modifications or exterior building changes are proposed.

Interior tenant improvements may include standard medical office finishes such as:

- Phlebotomy chairs and workstations
- Cabinets and specimen preparation areas
- Waiting area seating
- Reception and administrative workspace

These improvements will occur entirely within the existing building interior.

No changes to the exterior façade, building footprint, parking areas, or landscaping are proposed. Existing landscaping and site features will remain unchanged and will continue to be maintained by property management.

---

7. Security and Patient Flow

The facility will be designed to ensure an orderly and professional patient experience.

Patients will check in at a reception desk and wait in a small waiting area before being escorted to a phlebotomy station for specimen collection. Because procedures are brief, patient turnover is quick and waiting times are typically minimal.

Staff will monitor the waiting area and patient flow throughout the day to ensure the facility operates efficiently and comfortably.

The center will maintain a clean, professional healthcare environment consistent with other outpatient medical offices.

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8. Consistency with Local Zoning and Community Benefit

The proposed blood draw center represents a **low-intensity healthcare use** that is consistent with the character of existing professional and medical offices in the area. The facility will operate within an existing commercial building without requiring major physical changes to the site.

Approval of the Conditional Use Permit will allow the community to benefit from convenient access to routine medical testing services. Residents and employees in the surrounding area will have a nearby location for physician-ordered laboratory testing, reducing travel time and improving access to healthcare services.

Because the proposed use has minimal traffic generation, limited staffing, no outdoor impacts, and standard daytime operating hours, it is compatible with surrounding commercial activities and will not negatively affect nearby properties.

---

9. Conclusion

The proposed blood draw center is a **low-impact medical service use** that fits appropriately within an existing commercial office building. The facility will operate during normal business hours, generate minimal traffic, and maintain professional medical standards for safety and waste handling.

No exterior changes to the building or site are proposed, and the existing parking and infrastructure are sufficient to support the operation.

For these reasons, the applicant respectfully requests approval of the Conditional Use Permit for the proposed blood draw center at **10425 Old Olive Street Road, Creve Coeur, Missouri**.

PROJECT SUMMARY SHEET

Conditional Use Permit Application

Project Name:
Blood Draw Center (Phlebotomy Specimen Collection Facility)

Project Address:
10425 Old Olive Street Road, Ste 200
Creve Coeur, Missouri 63141

Type of Request:
Conditional Use Permit (CUP)

Proposed Use:
Outpatient blood specimen collection center providing phlebotomy services for physician-ordered laboratory testing.

Description of Operation:
The facility will operate as a small medical service office where trained phlebotomists collect blood specimens from patients. Specimens will be labeled, prepared, and transported to certified laboratories for analysis. No diagnostic laboratory testing will occur on-site.

Suite Location:
Existing tenant space within the building.

Building Changes:
No exterior building modifications are proposed.
Interior improvements will consist of standard medical office finishes and equipment only.

Landscape Changes:
None proposed. Existing landscaping will remain unchanged.

Hours of Operation:
Monday – Friday: 7:00 AM – 4:00 PM
Saturday: 7:00 AM – 12:00 PM (limited services)
Sunday: Closed

Number of Employees:
Approximately 2–4 employees during operating hours.

Estimated Patient Volume:
Approximately 20–40 patients per day.

Parking:
Existing on-site parking will be utilized. No additional parking is required.

Traffic Impact:
Minimal. Patient visits are brief (5–15 minutes) and appointments are scheduled throughout the day.

Medical Waste Handling:
All sharps and medical waste will be stored in approved containers and removed by a licensed medical waste disposal contractor in compliance with all applicable regulations.

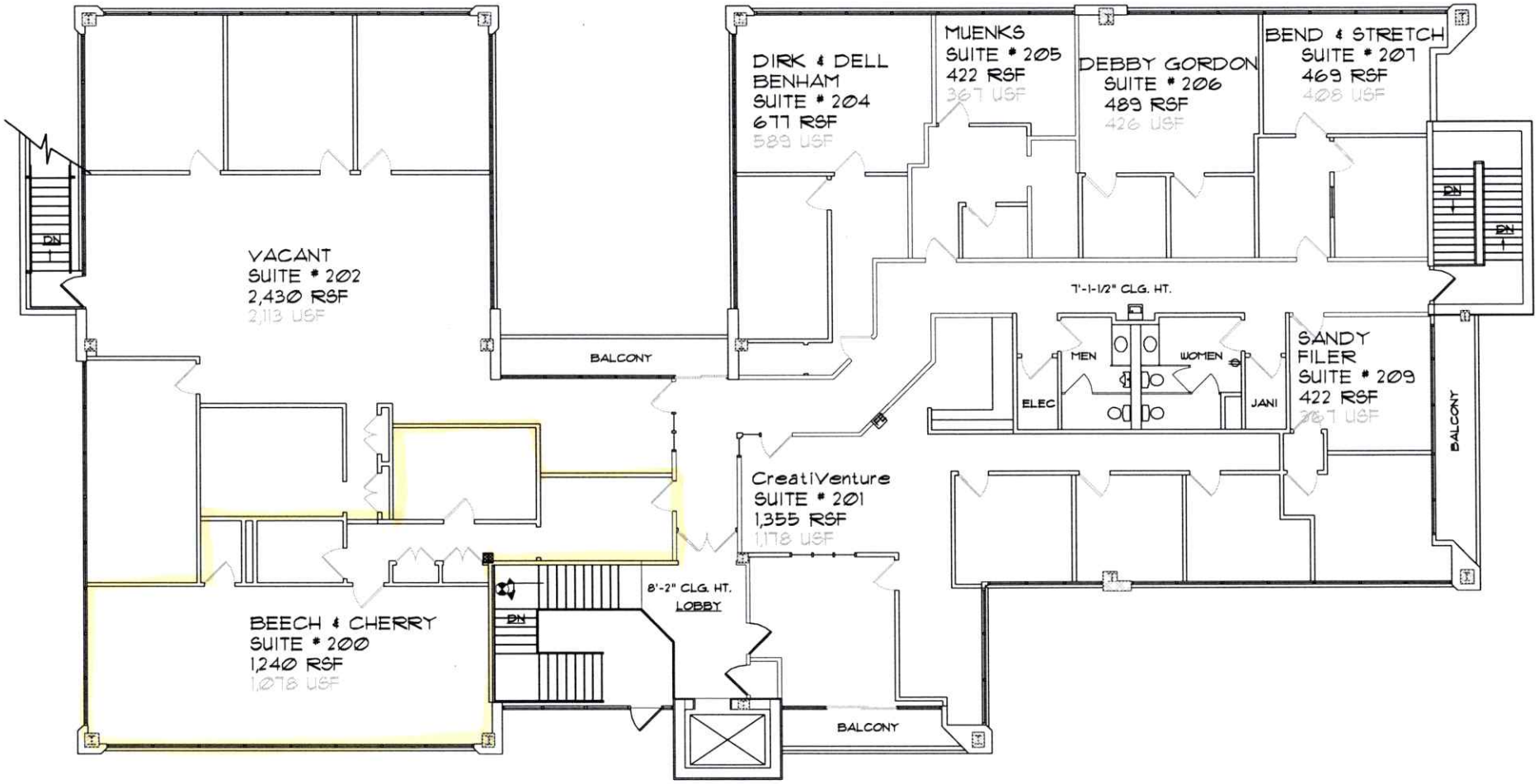
Outdoor Activity:
None.

Community Benefit:
The proposed facility will provide convenient access to physician-ordered laboratory specimen collection services for residents and employees in the surrounding area.

Applicant Request:
The applicant respectfully requests approval of a Conditional Use Permit to operate the proposed blood draw center within the existing commercial building.

Access and Parking Plan:

The property at 10425 Old Olive Street Road provides approximately 86 on-site surface parking spaces that serve the existing office building and its tenants. Access to the site is provided from Old Olive Street Road through an existing driveway entrance that connects to the building's internal parking lot. The proposed blood draw center will generate minimal parking demand because patient visits are brief, typically lasting between 5 and 15 minutes, and appointments are scheduled throughout the day to reduce congestion. The facility will employ approximately 2–4 staff members, and only a small number of patients are expected to be present at any one time. Therefore, the existing parking supply and access arrangement are sufficient to accommodate staff and visitors without creating parking shortages or traffic impacts on surrounding businesses or nearby streets.



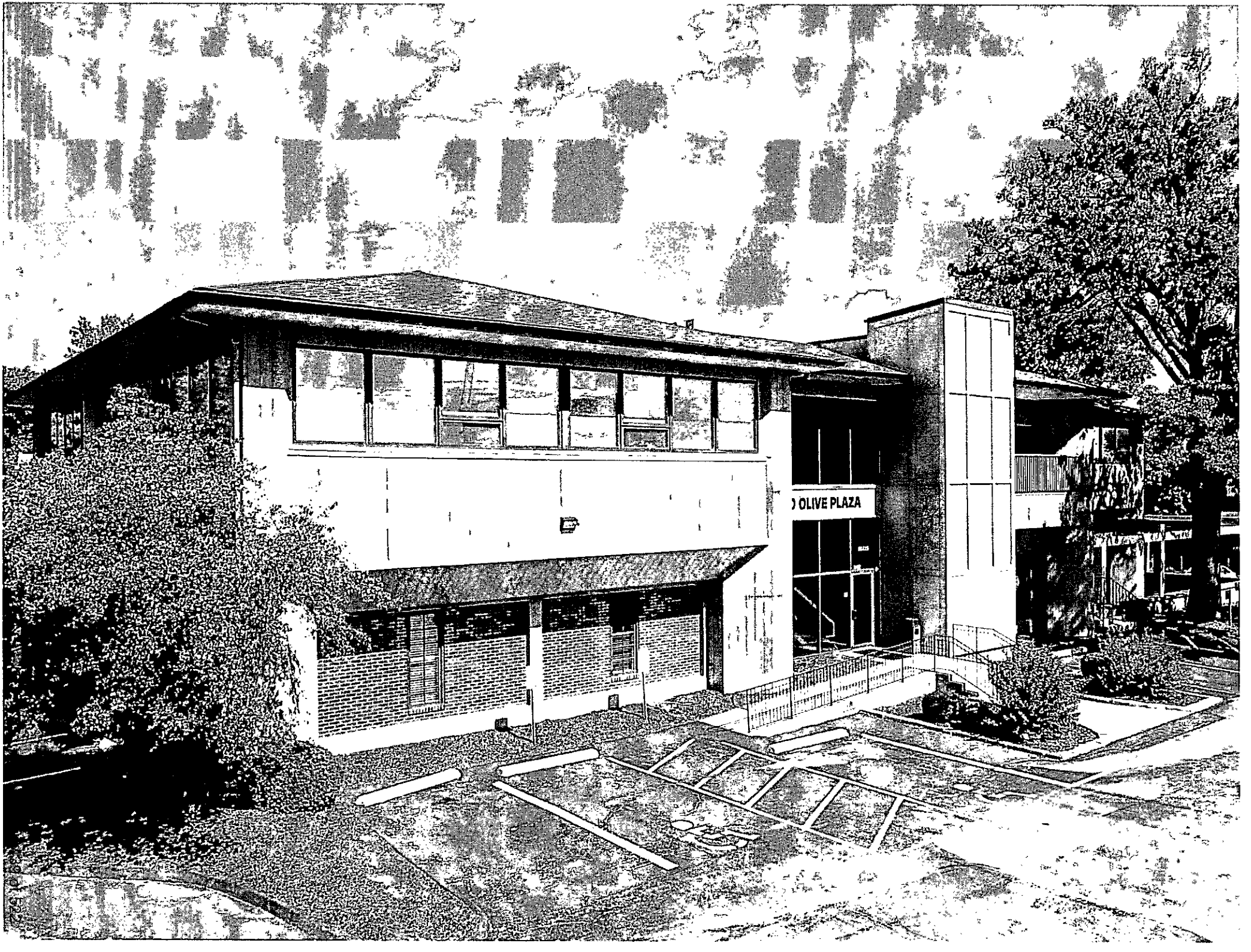
SECOND FLOOR PLAN

SCALE NTS

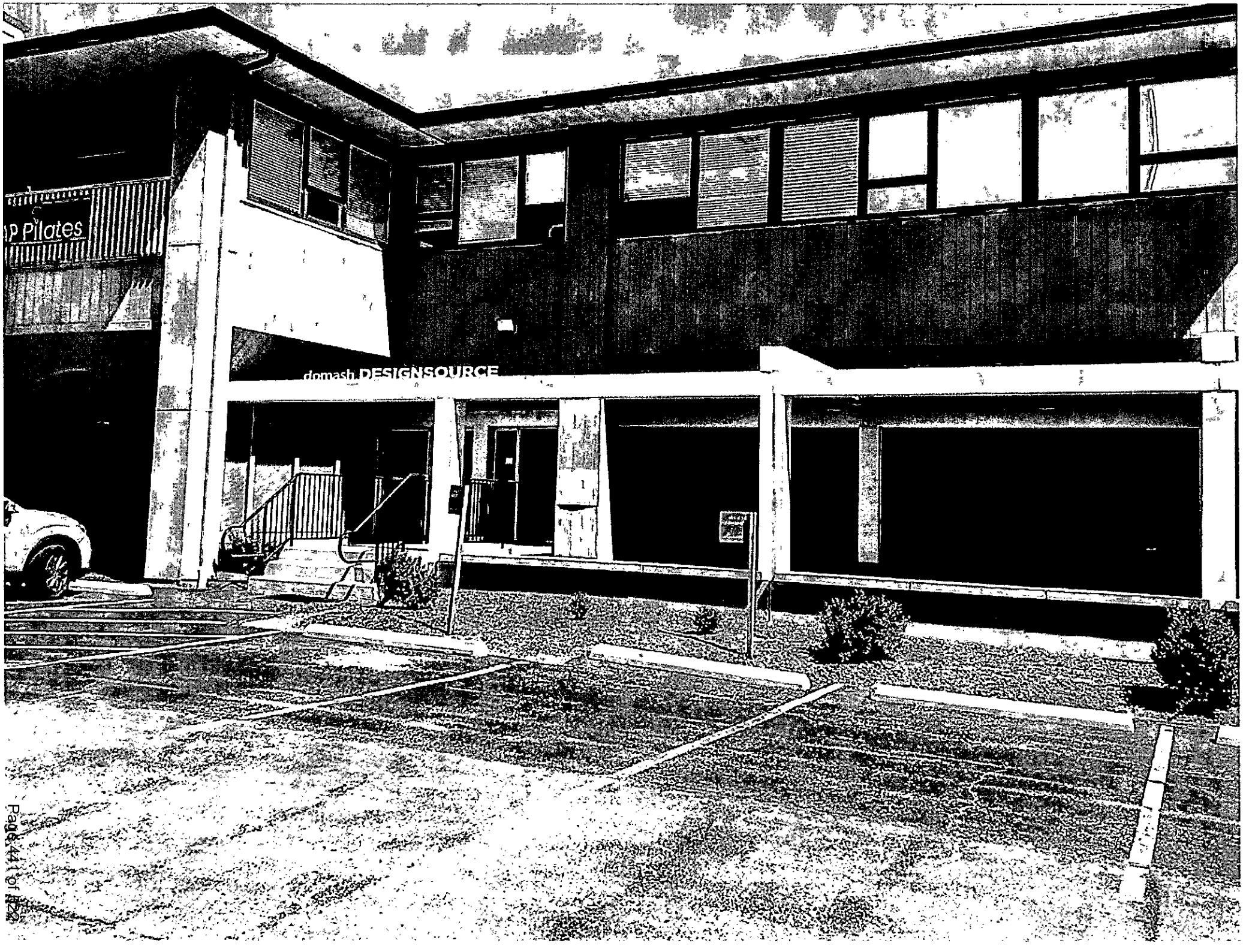
SECOND FLOOR

10425 OLD OLIVE STREET
ST. LOUIS, MISSOURI 63141

13-046
05-09-13

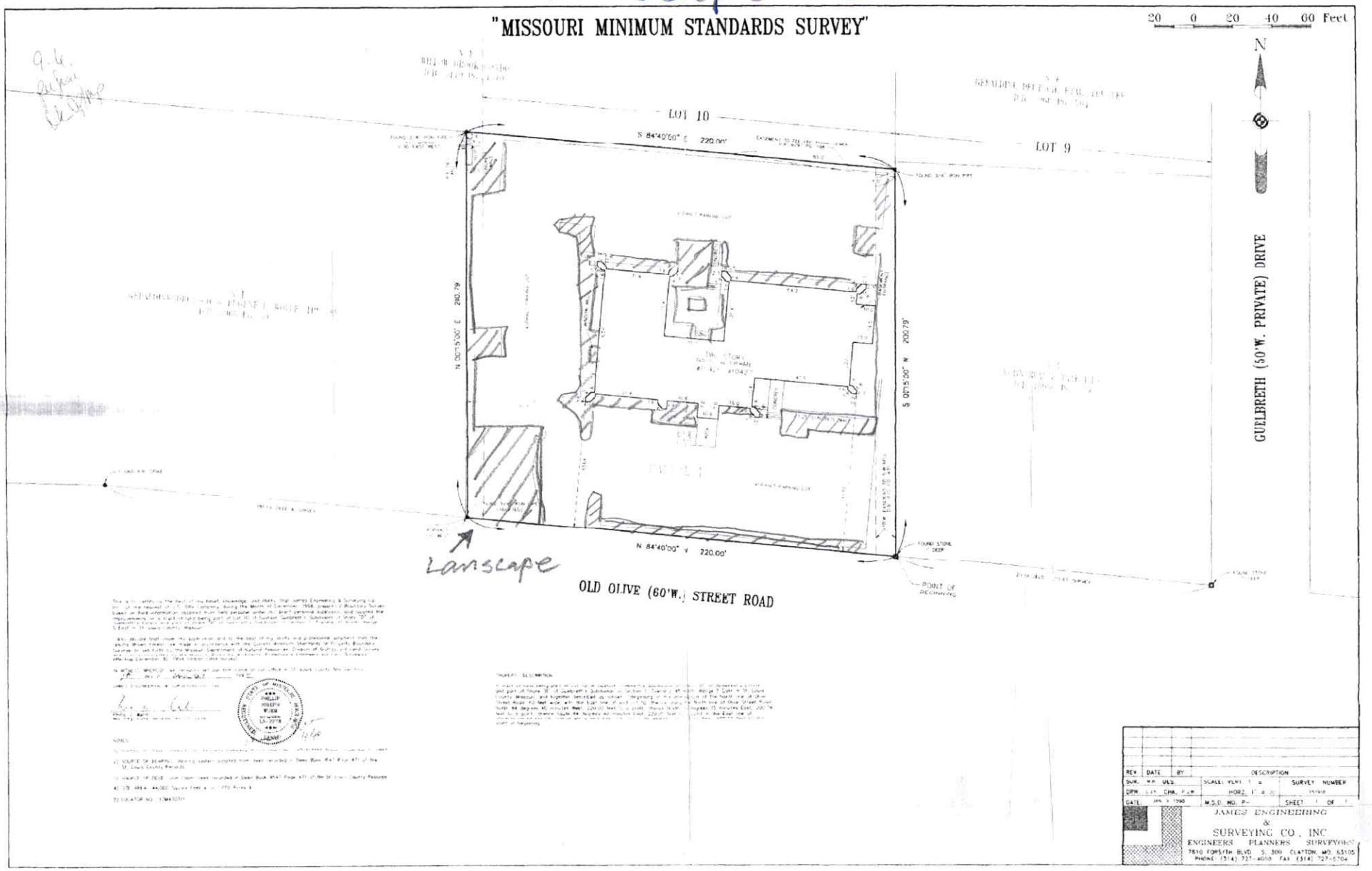

OLIVE PLAZA


OLD OLIVE PLAZA
10425


p Pilates
domash DESIGNSOURCE

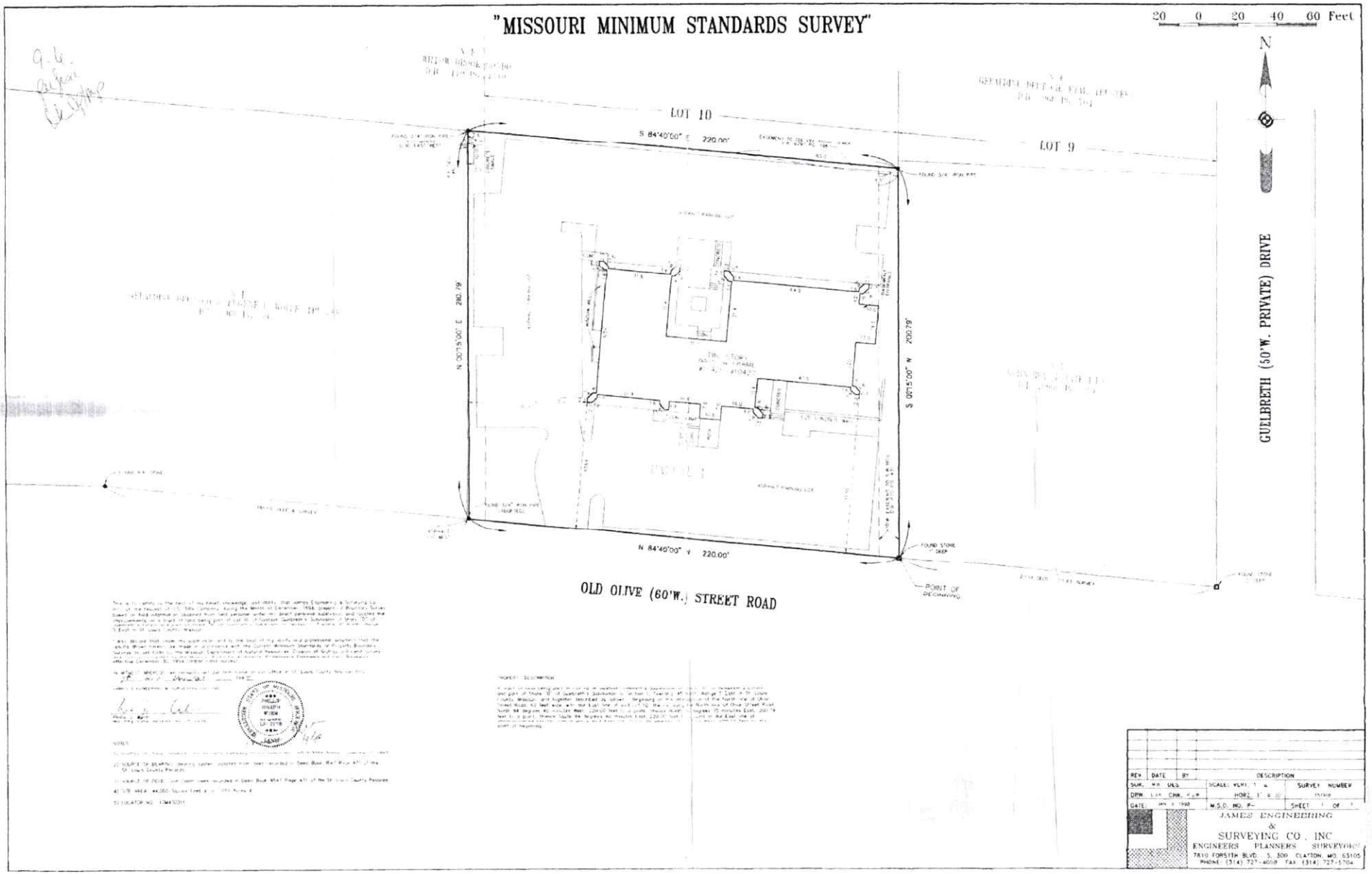
Landscape Plan

"MISSOURI MINIMUM STANDARDS SURVEY"



JAMES ENGINEERING & SURVEYING CO., INC.
ENGINEERS PLANNERS SURVEYORS
7810 FORSYTH BLVD. S. 500 CLAYTON, MO. 63105
PHONE (314) 727-4008 FAX (314) 727-5704

Site Plan


"MISSOURI MINIMUM STANDARDS SURVEY"
20 0 20 40 60 Feet
N
LOT 10
LOT 9
S 84°40'00" E 220.00'
N 84°40'00" W 220.00'
N 00°15'00" E 280.79'
S 00°15'00" W 280.79'
GUELBRETH (50'W. PRIVATE) DRIVE
OLD OLIVE (60'W.) STREET ROAD
POINT OF BEGINNING
FOUND STONE
FOUND 5/8" IRON PIPE
REV. DATE BY DESCRIPTION
SCALE: VERT. 1" =
HORZ. 1" =
DATE: JAN 9 1998
W.S.D. NO. P-
SURVEY NUMBER
SHEET 1 OF 1
JAMES ENGINEERING & SURVEYING CO., INC.
ENGINEERS PLANNERS SURVEYORS
7916 FORSYTH BLVD. S. 500 CLAYTON, MO. 63105
PHONE (314) 727-4008 FAX (314) 727-5704

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, APRIL 20, 2026

6:00 P.M.

PUBLIC HEARING

APPLICATION NO. 26-006

THOSE IN ATTENDANCE:

Ms. Julie LaBonte, Chair
Ms. Rhonda O'Brien
Mr. Larry Potashnick
Mr. Stephan Tomlinson
Mr. AJ Wang
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Bethany L. Moore, City Planner
Ms. Claralyn Bollinger, Recording Secretary, Administrative Services Supervisor

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

CHAIRMAN LABONTE: Okay. We'll open the meeting with roll call.

Mr. Buelter is late.

Ms. O'Brien?

MS. O'BRIEN: Here.

CHAIRMAN LABONTE: Mr. Potashnick?

MR. POTASHNICK: Present.

CHAIRMAN LABONTE: Mr. Tomlinson?

MR. TOMLINSON: Here.

CHAIRMAN LABONTE: Mr. Wang has not yet arrived.

Mr. Lumley?

MR. LUMLEY: Here.

CHAIRMAN LABONTE: Mr. Jaggi?

MR. JAGGI: Here.

CHAIRMAN LABONTE: Ms. Moore?

MS. MOORE: Here.

CHAIRMAN LABONTE: And, Ms. Bollinger?

MS. BOLLINGER: Here.

CHAIRMAN LABONTE: Thank you.

Mr. Wang has arrived at six o'clock still right under the gun.

Our second item is a Public Hearing 26-006: A Conditional Use Permit for a Medical Laboratories Use for Fitness Labs Located at 10425 Old Olive Street Road, Suite 200.

If anyone speaking could please stand to be sworn in.

(The speakers were sworn in by the court reporter.)

CHAIRMAN LABONTE: Thank you.

MR. ZAHID KALEEM: I'm Dr. Kaleem. Thanks for having me here. And we run a medical laboratory, and I don't know if I need to correct a little bit, so this space use is not for a medical laboratory, but just for the blood draw center.

You might have seen a Quest Diagnostical Lab blood draw center. I think along Ballas there's a Labcorp, so just like that. So it's not really a laboratory, it's just a blood draw center where patients can come.

So, we are offering a low cost testing and drug laboratory testing to individuals who do not have medical insurance, or they want to just do the testing on their own without going to the doctor's office, long lines to hospitals, and we offer that testing for laboratory at any of the locations.

So this is just for a walk-in place for anyone can go in and get the testing done.

And the only thing we are going to do is to draw blood. No specimen testing running. It will go to

another lab.

And we would like to have this opportunity to offer this service through this building. And I don't know if the permission will be just for that unit or for the entire building.

I would like to know or apply for the entire building, if possible. If not, then at least for that unit.

Any questions so far?

CHAIRMAN LABONTE: No.

MR. ZAHID KALEEM: No. Okay.

Do you need to know anything more about this service -- blood draw service center?

MS. O'BRIEN: How many -- how many patients do you expect to have at a given time?

MR. ZAHID KALEEM: So, we do not know at this point, but it could be zero to a hundred.

We are offering this service to public, and anyone without insurance or low income that patients do not have insurance, they can just walk in, so we just don't know how many are going to turn out.

But it seems like more and more labs, including the Labcorp and Quest, are offering direct laboratory testing to individuals, so this is what we're trying to do here in this location.

MS. O'BRIEN: So would you have to get some certifications from --

MR. ZAHID KALEEM: We already have certification through our laboratory, yes. We have CLIA certification, and there's another organization, College of American Pathologists, which is on top of the CLIA certification.

MS. O'BRIEN: So are there any inspections that are done?

MR. ZAHID KALEEM: Yeah, CLIA inspection, yeah, we passed the inspection, and the College of American Pathologists inspection is in June. And we don't -- so this is -- let me -- let me clarify this thing.

This is just a blood draw center and a Fitness Labs. The actual testing is done in a Corelab Diagnostics, which is a separate entity. So that is certified, Corelab Diagnostics. This is just a blood draw center where we're collecting all the -- the blood samples and urine samples.

CHAIRMAN LABONTE: Okay. Any questions? No.

Okay. Thank you.

MR. ZAHID KALEEM: Okay. Thank you.

MS. MOORE: Hello, City Planner, Bethany Moore.

So this is an application for a conditional use permit for the medical laboratories use for Fitness Labs located at 10425 Old Olive Street Road, Suite 200.

So I do just want to clarify that this CUP is only for Suite 200, so not the entire building. That would require another review of parking and things like that, cause there's other users.

So if that's something that you would like to explore in other -- other units, we would have to then either amend this process or get separate CUPs for all of those. So this is just specifically for that Suite 200.

So here's the request. It's in our GC, General Commercial Zoning District.

The applicant has submitted a request for the CUP for this medical laboratory's use.

And as the applicant has stated, they are not doing any analysis of the specimens on site, but it still does fall under this medical laboratories NAICS Code because they are collecting those specimens there on site.

No exterior changes are associated with this use.

And the applicant will use 1,240 square feet of tenant space in the building for the blood draw laboratory collecting specimens ordered by physicians and health care providers.

So, here is a picture of the site. This is an aerial view. It's a two-story building, and I believe it also has a basement, a lower level. And this is the

parking around the building.

And then back here is the existing dumpster. There is currently no trash enclosure, and so I'll get to that.

And then this is where their space is going to be on the second floor, this highlighted space.

So here I have put together a parking table. Basically it says that their use requires 5 -- excuse me -- 5 parking spaces up here. And there are 77 spaces required by all the current users, which means of the 86 on site there are 9 additional spaces left.

And there are some vacancies. But, again, we, when we review the CUP, it's based on the square footage and the use, so that's what this table is for.

So any other expansion of this use, square footage and things, we would have to go back and do a parking analysis again.

Okay. So for the trash enclosure, we have included a condition of approval that a trash enclosure be installed. Currently the dumpster is just sitting open and you can see it from the street. So we have included a condition of approval for the site proof enclosure to be installed and reviewed and approved at a staff level.

And the applicant has agreed to this condition.

And, again, I've just listed the conditions of

approval.

So we have hours of operation are from 7 a.m. to 4 p.m. Monday through Friday; 7 a.m. to 12 p.m. on Saturday; closed Sundays.

And then that condition that I talked about, the applicant shall submit plans for a trash enclosure to be approved -- reviewed and approved by staff before the approval of a final occupancy permit.

Any questions?

MR. ZAHID KALEEM: I will have some comment.

CHAIRMAN LABONTE: Do you have questions for Bethany? Do you have any questions for Bethany?

MR. ZAHID KALEEM: No.

Did you want to make another comment?

MR. ZAHID KALEEM: Yes. So --

CHAIRMAN LABONTE: You can go to the podium, if you could please.

MR. ZAHID KALEEM: Sure.

CHAIRMAN LABONTE: And state your name again.

MR. ZAHID KALEEM: Zahid Kaleem, the medical director of Corelab Diagnostics.

And the only thing I would like to ask are the hours of operation. And we -- obviously, 7 a.m. is when most patients go to like Labcorp or Quest for blood draw. For some people who have full-time job, and they get off

from their main jobs late in the day, they stop by 5, 6 or 7 p.m. at other places, so I'm requesting that if our hours of operations can be changed from 7 to 7. And we may not leave that until 7, but at least we have an option if -- if it is a population of people finishing their job at 5 p.m., they want to drop by for their blood draw that the site is open.

CHAIRMAN LABONTE: That makes sense.

MS. MOORE: Staff doesn't have concerns with that. You'll just need to amend Item -- or Condition No. 2 to have that 7 to 7 hours.

CHAIRMAN LABONTE: Okay.

MR. ZAHID KALEEM: Thank you.

CHAIRMAN LABONTE: Thank you.

MR. TOMLINSON: On Saturday as well?

MR. ZAHID KALEEM: We would keep it 7 to 7 Monday through Saturday. But not -- Sundays is closed. We're closed.

CHAIRMAN LABONTE: Okay.

MR. ZAHID KALEEM: Yeah.

CHAIRMAN LABONTE: That's fine.

Okay. I'll open it up for public comment.

MS. LYNN BERRY: Lynn Berry, 626 Graeser Road.

I just wondered if there was any provision for medical waste, like needles and things like that?

CHAIRMAN LABONTE: Okay. Thank you.

MR. ZAHID KALEEM: It's a good comment.

So, we are just collecting, and there is a medical waste containers for every site where specimens collected. They go along to the lab, so we are not really dumping anything our site. All the blood samples and those waste go to the lab where they're properly disposed through the lab.

And we have a trash -- medical waste trash services at the laboratory.

CHAIRMAN LABONTE: Thank you.

MR. ZAHID KALEEM: Thank you.

CHAIRMAN LABONTE: Thank you.

Okay.

MR. LUMLEY: I offer the following exhibits into the record of this Public Hearing: Documentation in possession of the City Clerk reflecting the public notice that's been provided, the staff report, the City Code of Ordinances and Charter, the City Comprehensive Plan and the public file regarding this application.

The Public Hearing was concluded at 6:15 p.m.

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning Public Hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.

Deborah K. McLaughlin, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, MO-CCR, IL-CSR, KS-CCR

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141

(314) 432-6000 • Fax (314) 872-2539

APPLICATION TO PLANNING AND ZONING COMMISSION #26-011: A CONDITIONAL USE PERMIT FOR A LIMITED-SERVICE RESTAURANT USE FOR WHOLESOME MD CAFE LOCATED AT 1001 OLD OLIVE WAY INSIDE THE VUE AT CREVE COEUR APARTMENTS

FOR THE MEETING OF: Monday, May 4th, 2026, 6:00 PM

LOCATION: 1001 Old Olive Way Road (see attached map). Zoned PRD-Planned Residential Development Zoning District.

REQUEST: Brian Ivy, AIA, NCARB, of Idea Architects, has submitted a conditional use permit application on behalf of Wholesome MD Cafe for a 2,300 square foot restaurant space addressed as 1001 Old Olive Way Road, suites A and B, within the Vue at Creve Coeur Apartments. The property is zoned "PRD"-Planned Residential Development Zoning District. The CUP request is for the operation of a nutrition-focused café with 16 indoor seats, hours of operation from 6:00AM to 4:00PM, 7 days a week, and 4 employees at the busiest shift. Only minor exterior changes are proposed.

ADDITIONAL INFORMATION: Limited-Service Restaurants, NAICS 722513, is a conditional use in the PRD zoning district and requires a conditional use permit. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required.

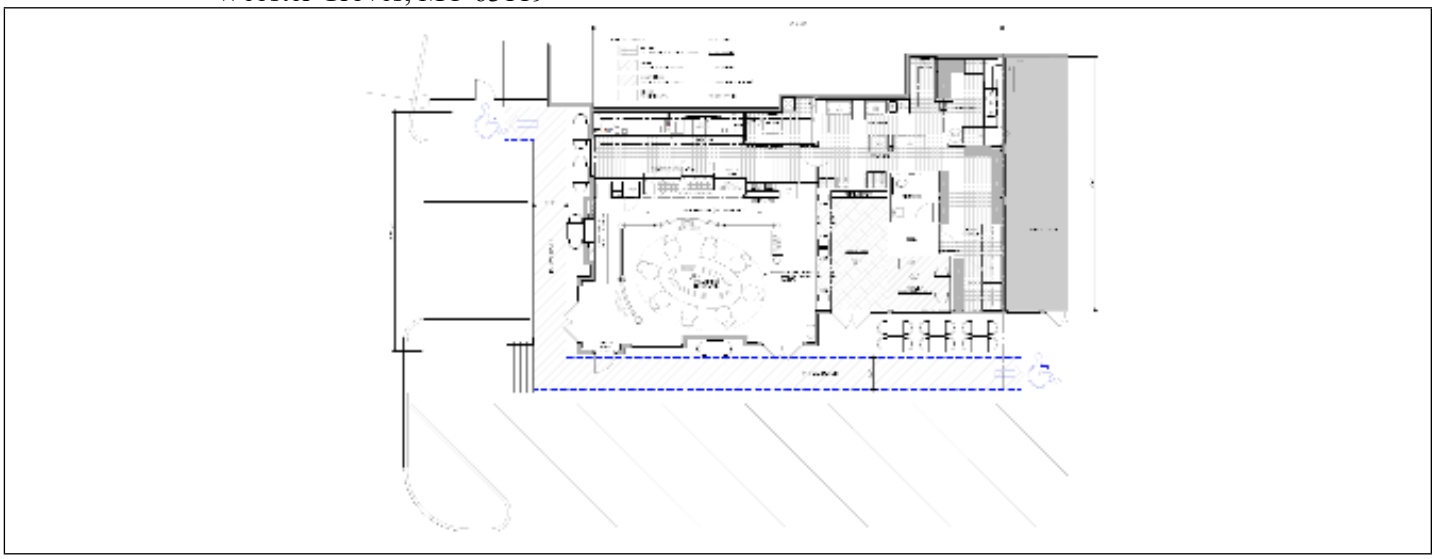
Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030 Plan References
- Mixed-Use Innovation Campus

Zoning Code References
- Section 405.390: Planned Zoning Districts
- Section 405.1070: Conditional Use Permits

APPLICANT: Brian Ivy, AIA, NCARB
Idea Architects, LLC
130 Lockwood Ave, Ste 2
Webster Groves, MO 63119

PROPERTY OWNER: BCC PARTNERS LLC
231 S. Bemiston Ave, Suite 650
St. Louis, MO 63105



REPORT PREPARED BY: Bethany Moore, AICP, City Planner
DATE: 4/29/2026
ATTACHMENTS: Applicant's Materials received 4/3/26 and 4/22/26
Draft Ordinance

PROJECT DESCRIPTION

The Applicants are seeking approval for a new conditional use permit for Wholesome MD Café, a limited-service restaurant within The Vue at Creve Coeur apartment complex to fill the retail space at 1001 Old Olive Way Road, Suites A and B. According to the information provided by the applicant, Wholesome MD Café is a nutrition company that focuses on educating, supporting, and creating better health through prepared healthy meals, light cooking/food prep, and related nutrition and beverage retail sales. This location will provide freshly prepared meals to be consumed on site, consultation services regarding achieving health and wellness goals, and a retail component where guests can purchase prepared healthy meals, beverages and nutritional supplements for consumption off-site.

The Vue at Creve Coeur apartment complex is a multi-building, multi-family and mixed-use development that was approved in 2013 by Ord. 5344. When the complex was approved, the parking for the commercial spaces was calculated based on the required parking for general retail uses, which is 4 parking spaces required per 1,000 square feet of floor area. The Vue was originally approved with 4,600 square feet of retail floor area, requiring 19 parking spaces. In 2015, administrative approval was given to reduce the overall height of the building and reduce the retail space to 3,500 square feet, along with other minor reductions. The retail spaces have been vacant since the completion of the complex in 2017. The applicant will be using 2,300 square feet of the available retail space, suites A and B, and will have no more than 16 indoor seats, which allows the required parking spaces to be calculated at the 4/1,000 general retail ratio. Outdoor seating is proposed adjacent to the building but does not require additional parking. The adjacent retail space, suite C, will remain vacant and available for lease. The restaurant will have 4 employees at busiest shift and will have hours of operation from 6:00 AM to 4:00 PM, 7 days a week. The applicant is proposing a minor exterior change to include an additional entry door in the existing store front for safety purposes.

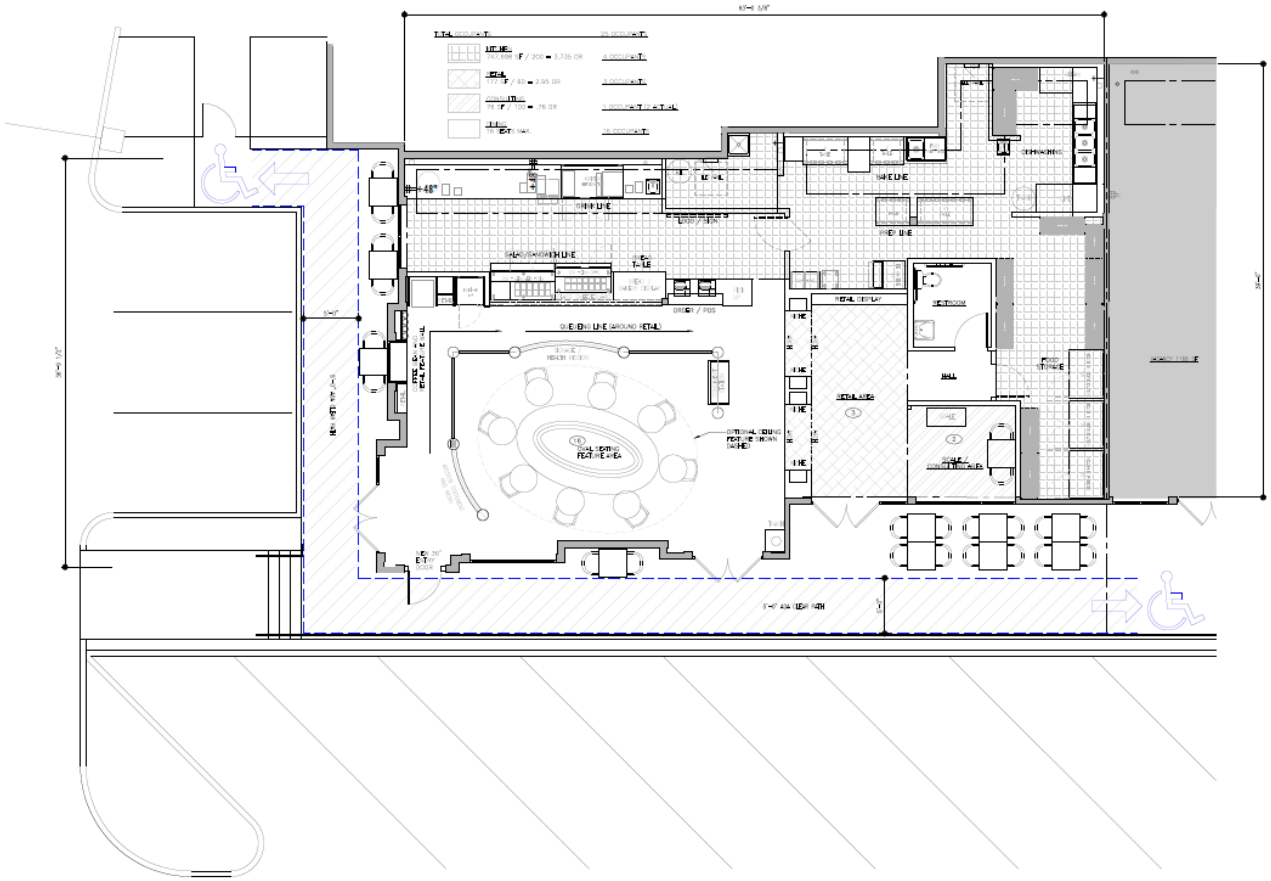


Figure 1: Floor Plan.

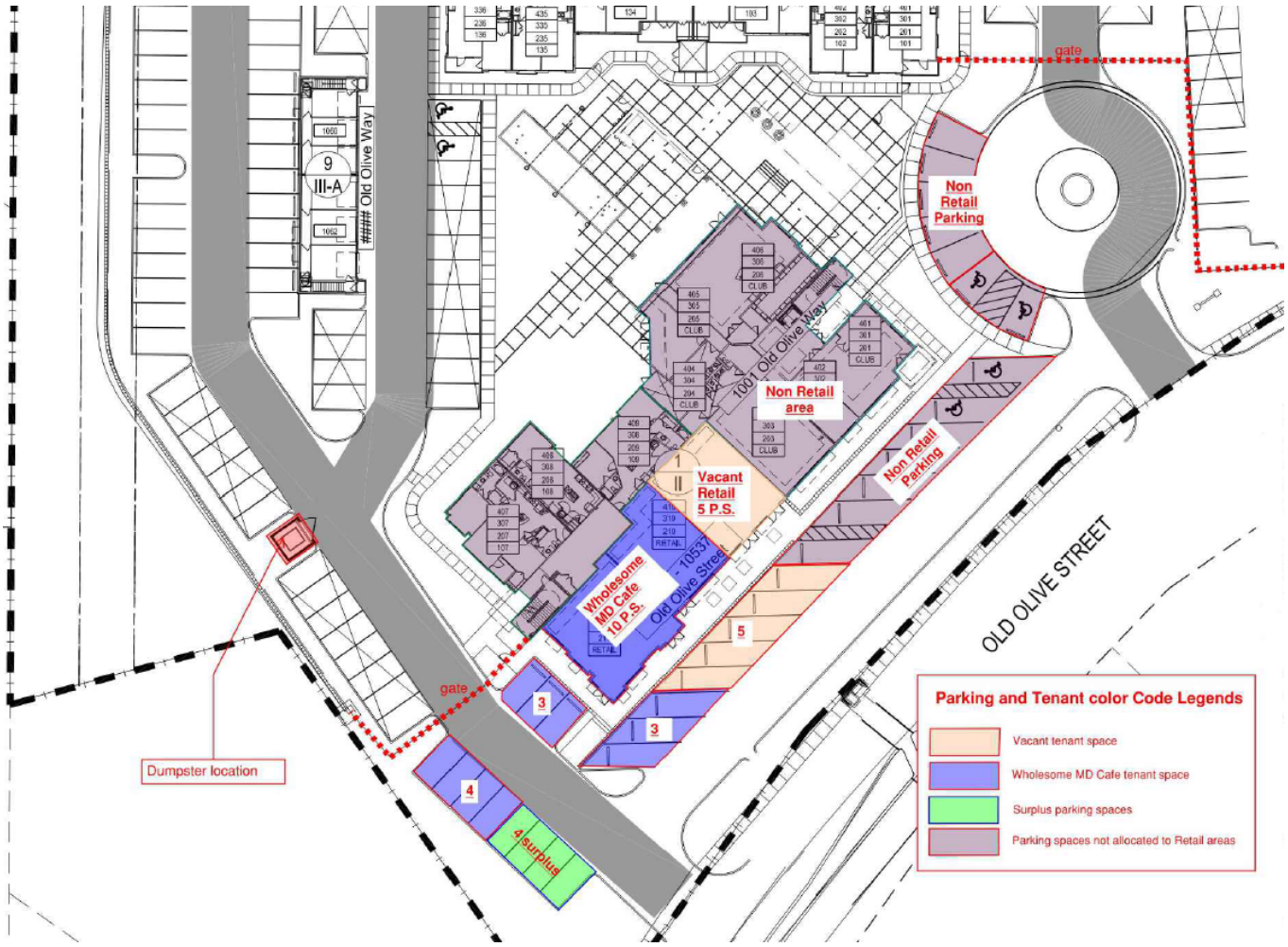


Figure 2: Proposed Location Site Plan. Wholesome MD Café shown in purple.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single-Family Residential/Multi-Family Residential	Unincorporated St. Louis County	N/A
South	Commercial	GC-General Commercial	Old Olive Street Road
East	Multi-Family Residential/Commercial	Unincorporated St. Louis County/GC-General Commercial	N/A
West	Multi-Family Residential	Unzoned	N/A

COMPREHENSIVE PLAN REVIEW
The subject property is located within the Mixed-Use Innovation Campus District (MUIC) located on the west end of Old Olive Street Road. The MUIC is intended for the development of specialized office, laboratory, institutional, and research buildings for high-tech and biotech industries, supported by vibrant, ground floor mixed-use development, multi-family housing, and other community amenities (p.59). The focus of the MUIC is to develop the 39 North plant science and agricultural technology district. The proposed use will be occupying a previously vacant ground floor retail space within the existing multi-family building with minor exterior changes. Therefore, the proposed use would satisfy the goals and objectives of the Comprehensive Plan.

ZONING REVIEW
NAICS 722513 Limited-Service Restaurants are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission as provided by Ordinance 5344 which approved the Planned Residential Zoning District for this development and established the allowable uses. The Vue at Creve Coeur apartments development provides space for 3,500 square feet of ground floor retail that is currently vacant. The proposal is for 2,300 square feet thus representing about 2/3 of the complex's available square footage. Suite C is roughly 1,100 square feet and will remain available for lease.

Parking:
Parking regulations for eating and drinking establishment with 16 or fewer seats are discussed under Section 405.820(F)(5)(b) which requires parking spaces to be required at the ratio for basic retail uses, 4/1,000 square feet of floor area. The proposed space is 2,300 square feet with 16 indoor seats so 10 parking spaces are required for this use. The complex has 19 parking spaces allocated on site for use by the retail tenant spaces. 5 parking spaces are available for the use of any future tenant in Suite C with a surplus of 4 parking spaces for overflow. Parking for the residential uses are separate and can only be accessed via a gate for the residential tenants.

OTHER REVIEW ITEMS
Trash for the restaurant will utilize the existing dumpster located behind the building. The dumpster enclosure appears to be in good condition. The parking lot and landscaping are in good condition, and the existing lighting appears to be compliant with the Zoning Code requirements.

RECOMMENDED CONDITIONS FOR APPROVAL
Based on the above analysis, the request for a conditional use permit appears to meet all of the requirements of the Zoning Ordinance and is consistent with the goals and objectives of the Comprehensive Plan. Should the Planning and Zoning Commission view this request favorably, staff recommends the approval be subject to the conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of a 2,300 square foot Limited-Service Restaurant, NAICS 722513, establishment at 1001 Old Olive Way Road, Suites A and B within The Vue at Creve Coeur Apartments.
2. Maximum seating permitted is limited to 16 indoor seats. A maximum of 20 outdoor seats is permitted, based upon the outdoor seating plan provided Any additional indoor seating would require review and approval by the Zoning Administrator to verify adequate on-site parking.
3. Hours of operation shall be 6:00 a.m. to 4:00 p.m., seven days a week. Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
4. Employee vehicles, delivery and company vehicles shall be parked behind the buildings and as far from the public right-of-way as possible.

5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require a separate permit approval.
6. Any mechanical equipment installed for the site shall be properly screened with approved materials.
7. Any future enlargement, extension, expansion, or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
8. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
9. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained, and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
10. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

ACTION

If the Planning and Zoning Commission finds the attached draft conditional use permit ordinance to be in conformance with the purposes of the Comprehensive Plan and regulations of the Zoning Code, it may vote on a recommendation to the City Council. Any changes to the draft ordinance should be discussed and made by separate actions.

MOTION

The following is an example of an appropriate motion for this application:

> "I move to recommend approval of a Conditional Use Permit for Wholesome MD Cafe located at 1001 Old Olive Way Road, Suites A and B, within The Vue at Creve Coeur Apartments, subject to the conditions discussed in the Staff Report and Draft Ordinance for the meeting of May 4, 2026" (conditions may be added, eliminated, or modified by preceding motion).

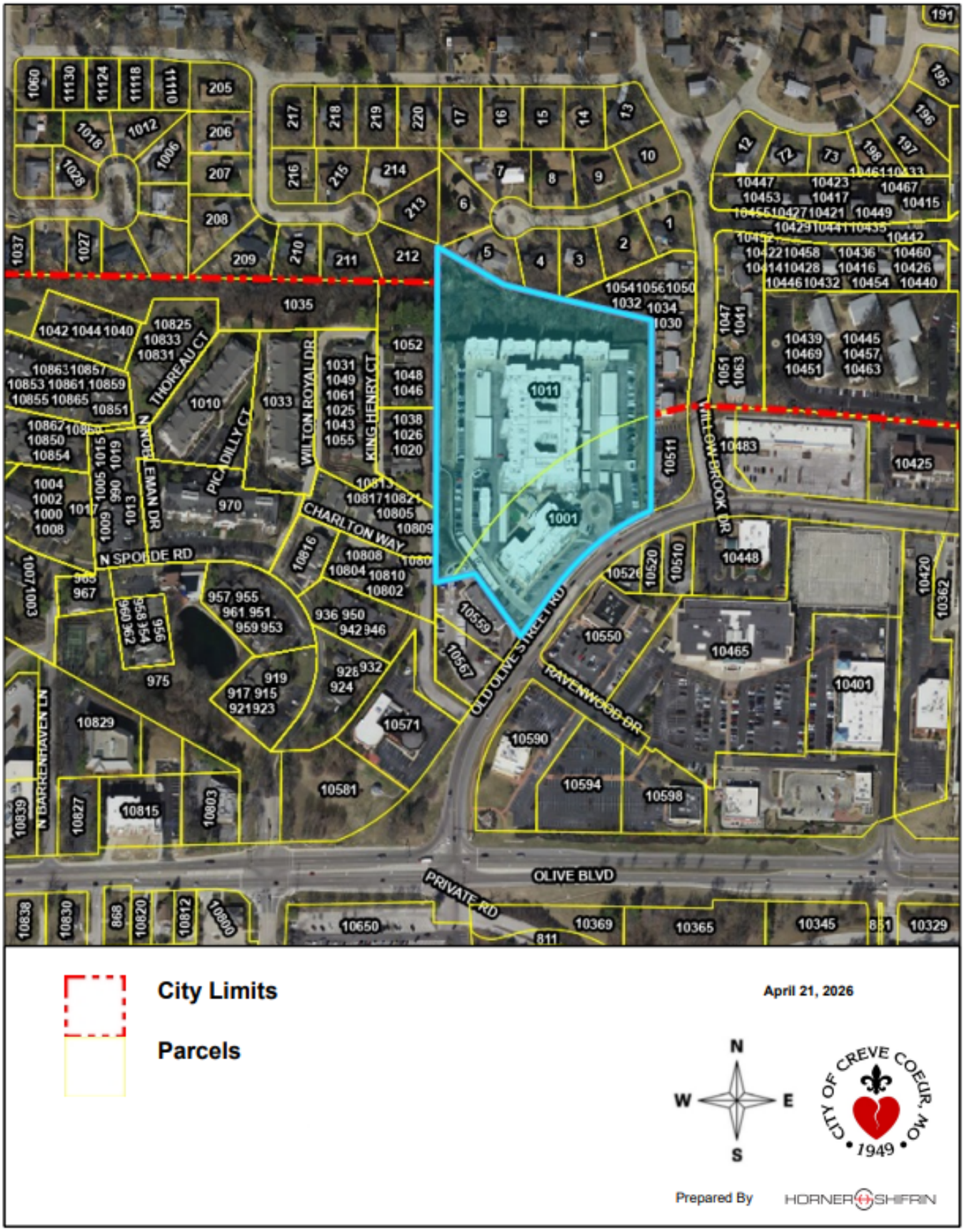
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL PHOTO



APPENDIX 4: SITE PHOTOGRAPHS	
	Description: March 2025 Google Streetview image of The Vue.
	Description: Suites A and B for Wholesome MD Café's use.

BILL NO. 6218 **ORDINANCE NO. _____**

AN ORDINANCE AUTHORIZING THE ISSUANCE OF A NEW CONDITIONAL USE PERMIT FOR A 2,300 SQUARE-FOOT LIMITED-SERVICE RESTAURANT USE (NAICS 722513) LOCATED AT 1001 OLD OLIVE WAY ROAD, SUITES A AND B.

WHEREAS, under Section 405.210, limited-service restaurants require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, Brian Ivy, AIA, NCARB, of Idea Architects, has submitted an application for a new conditional use permit for a 2,300 square foot limited-service restaurant, Wholesome MD Cafe, at 1001 Old Olive Way Road, Suites A and B; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, May 4, 2026, beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

WHEREAS, notice of publication for said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a 4-0 vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on May 4, 2026; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed conditional use, when subject to certain conditions set forth herein:

1. Complies with all applicable provisions of this Zoning Ordinance Chapter 405 including but not limited to environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the welfare and convenience of the community at the specific location.
3. Will not cause substantial injury to the value of neighboring property.

4. Is consistent with the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans, unless good cause is demonstrated for deviation there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.
6. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on pedestrian or vehicular traffic or on community facilities or services, including but not limited to emergency services.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

Section 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the operation of a limited-service restaurant (NAICS 722513) located at 1001 Old Olive Way Road, Suites A and B, in the Terra West Planned Residential Development Zoning district, whose legal description is as follows:

A Tract of Land being a part of Share A of Guelbreth's Subdivision situated in the Northwest 1/4 of Section 1, Township 45 North, Range 5 East, and the Southwest 1/4 of Section 36, Township 46 North, Range 5 East, being in the City of Creve Coeur, St. Louis County, Missouri, and being more particularly described as follows:

Beginning at a point on the common line between Sections 35 and 36 of Township 46 North, Range 5 East, said point being distant North 00°20'15" East 82.86 feet from a concrete monument found for the common South corner of said Sections and the Southeast corner of Lot 212 of Willow Brook Section 7 as per the plat thereof recorded in Plat Book 103 Page 44 of the St. Louis County records; said beginning point also being the Southwest corner of Lot 5 of Willow Brook Section 3 as per the plat thereof recorded in Plat Book 82 Page 50 of the St. Louis County records; thence departing the said section line with the South line of said Willow Brook Section 3, South 58°51'10" East 184.52 feet and South 77°23'25" East 367.27 feet to the Northeast corner of the herein described tract of land and being a corner of Willow Brook Condominium as recorded in Plat Book 187 Page 8 of the St. Louis County records; thence, Southerly, with the West line of said Willow Brook Condominium and the West line of a tract of land described in a deed to Willow Brook Medical Building, LLC recorded in Deed Book 12955 Page 639 of the St. Louis County records, South 00°21'30" West 457.75 feet to a point on the Northwest line of Old Olive Street Road, 60 feet wide; thence, with the Northwest line of said Old Olive Street Road, being 30' Northwest and parallel to the centerline thereof, the following courses and distances: South 55°12'06" West 150.86 feet, South 43°42'06" West 134.41 to a found iron rod, and South 35°16'06" West 143.32 feet to the Southernmost corner of the herein described tract of land; thence, departing said Old Olive Street Road with the North line of a tract of land described in a deed to Moller Properties, LLC recorded in Deed Book 18033 Page 483 of the St. Louis County records, North 35°00'06" West

187.50 feet to an angle point and South 74°43’51” West 101.39 feet to a point on the East line of Briarcliff Condominiums; thence with the East line of said Briarcliff Condominiums, being also the East line of Lot 5 of the Subdivision of the M.B. O’Reilly Farm recorded in Plat Book 9 Page 19 of the St. Louis County records, North 00°20’15” East 810.58 feet to the Point of Beginning and containing 8.05 Acres, more or less, according to a survey by THE STERLING COMPANY during the month of September, 2013 under order number 12-11-314.

Section 2: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Conditional Use Permit shall be for the operation of a 2,300 square foot Limited-Service Restaurant, NAICS 722513, establishment at 1001 Old Olive Way Road, Suites A and B within The Vue at Creve Coeur Apartments.
2. Maximum seating permitted is limited to 16 indoor seats. A maximum of 20 outdoor seats is permitted, based upon the outdoor seating plan provided Any additional indoor seating would require review and approval by the Zoning Administrator to verify adequate on-site parking.
3. Hours of operation shall be 6:00 a.m. to 4:00 p.m., seven days a week. Additional business hours may be permitted with the Zoning Administrator’s approval including, but not limited to, the catering of special events.
4. Employee vehicles, delivery and company vehicles shall be parked behind the buildings and as far from the public right-of-way as possible.
5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require a separate permit approval.
6. Any mechanical equipment installed for the site shall be properly screened with approved materials.
7. Any future enlargement, extension, expansion, or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
8. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
9. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained, and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the

original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.

10. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2026.

_____
DR. SCOTT SAUNDERS
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2026.

_____
DR. ROBERT HOFFMAN
MAYOR

ATTEST:

_____
KELLIE HENKE, MRCC
CITY CLERK

Docusign Envelope ID: DF068FAF-EF91-498B-A109-652E9F24AB6D

city of CREVE COEUR

File #_____

PLANNING DIVISION

300 North New Ballas Road, Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

PLANNING AND ZONING COMMISSION AGENDA APPLICATION
CONDITIONAL USE PERMIT

PLEASE COMPLETE FRONT AND BACK PAGES

Applicant:	***Applicant's Representative (if applicable):***
Priyanka Yerragorla *Name*	Brian Ivy *Name*
WholesomeMD LLC d/b/a WholesomeMD Cafe *Company (If Applicable)*	Idea Architects, LLC *Company (If Applicable)*
41 Oak Park Dr. *Address*	130 W. Lockwood Ave. Ste. 2 *Address*
Creve Ceour, 63141 *Address*	Webster Groves, MO 63119 *Address*
Telephone # 314 563 2005	*Telephone #* 314.801.8601
Fax # n/a	*Fax #* n/a
Email: info@wholesomemd.com	*Email:* brian@ideaStL.com
Priyanka Y *Applicant's Signature*	Digitally signed by Brian Ivy DN: CN=B. Ivy, E=brian@ideaStL.com, O=Idea Architects, LLC, OU=Architect Reason: I am approving this document Date: 2020.04.21 17:25:44-05'00' *Applicant's Representative's Signature*

Property Information:	***Owner's Acknowledgement (if different from applicant):***
Wholesome MD Cafe *Address*	Robert H Johnson *Name*
1001 Old Olive Blvd. suite A & B, *Address*	BCC Partners, LLC *Company (If Applicable)*
Creve Coeur, (St. Louis County) MO 63141 *Development Name (if any)*	231 S. Bemiston Ave *Address*
The Vue *Current Zoning*	Suite 650 *Address*
PDR *Prior CUP Approvals (if known)*	*Telephone #* (314) 569-5000
	Fax # (314) 569-5059
	Email: rjohnson@altusproperties.com
	DocuSigned by: E914BED7F0584AC... *Owner's Signature*

Docusign Envelope ID: DF068FAF-EF91-498B-A109-652E9F24AB6D

Description of Requested Use (attach additional sheets as needed)

General Description of Business: Nutrition company dedicated to educating, supporting, and creating better health through prepared healthy meals, light cooking/food prep, and related nutrition and beverage retail sales

Gross Floor Area – Existing and Proposed: 2307

Number of Seats (for restaurant only): 16

Number of Employees at the busiest shift: 4

Hours of Operation: 6:00 a.m. to 4:00 p.m. 7 days a week

Current or Most Recent Use of the Property: Vacant

Will the applicant apply for a liquor license: Yes ☐ No ☑

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request for a conditional use permit should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

Submittal Checklist

☑ Rationale	☐ Building elevations for new construction
☑ Site plan	☐ Photographs of existing structures
☑ Access and parking plan; (may be shown on site plan)	☐ Materials samples
☐ Landscape plan	☑ Legal Description in Word format
☑ Floor plan	☑ Fees: $250 (non-refundable) $2000 (refundable deposit)
☐ Electronic copies of all materials	☑ Other items as requested by staff

Preferred Public Hearing Date: Monday, MAY 4, 2026 ***, 20*** 26 ***.***

*****See Planning & Zoning Commission schedule and confirm available meeting dates with Planning Division staff*****

Office Use Only

____ **All Sections Complete**	Received By:
____ **All Documents, incl. e-Copies**	_____
____ **Fees Paid**	Date: _____

Revised: 7/22

130 W. Lockwood Ave. Webster Groves, MO 63119 o. 314.801.8601 www.IdeaStL.com

April 2, 2026

Jason Jaggi, AICP
Director of Community Development
City of Creve Coeur
300 N New Ballas Road
Creve Coeur, MO 63141

RE: Project Rational– Conditional Use Permit for Wholesome MD Cafe
1001 Old Olive Blvd., Creve Coeur, MO 63141

Mr. Jaggi,
Please accept this letter as rationale in support of the above-mentioned project.

The tenant proposes to establish and operate a nutrition-focused café dedicated to promoting health education, support, and overall wellness. The business will provide freshly prepared healthy meals, utilizing light cooking and food preparation methods with ventless electric equipment, along with retail sales of nutrition-oriented food and beverage products.

In addition, the café will feature a body composition scale and a designated consultation area where customers can receive guidance in interpreting their results. This service will support informed decision-making regarding their health and wellness goals, including recommendations for appropriate nutritional supplements available in the café's adjacent retail space.

The proposed location is a first-floor, street-facing retail space developed in conjunction with the Vue Apartment complex. This café will serve as an amenity not only for residents of the Vue, but also for the surrounding community. Currently, there is no request to alter the exterior of the building or landscaping, except for a new storefront door facing the street. This door will be installed within the existing modular storefront window system. Tenant signage is the only other anticipated exterior modification and will be submitted under a separate permit.

We propose to use 10 of the allocated 19 parking spaces reserved for the retail areas which will leave 5 parking spaces for the adjacent vacant retail space's use once occupied as well as 4 surplus parking spaces.

Regarding potential impacts on surrounding residences and businesses, noise and traffic are typically the primary considerations. Delivery-related traffic will be largely contained on site, and every effort will be made to schedule deliveries before or after café operating hours to minimize traffic impacts and business disruptions. Approximately two-thirds of the first-floor tenant space will be occupied by Wholesome MD Café; therefore, when the café is closed, ample parking will be available to accommodate those deliveries.

130 W. Lockwood Ave. Webster Groves, MO 63119 o. 314.801.8601 www.IdeaStL.com

All employee parking, material storage, and refuse collection will be contained on site. The tenant will utilize existing dumpsters and will actively monitor waste volume to determine whether the current pickup schedule is adequate or if increased service is required.

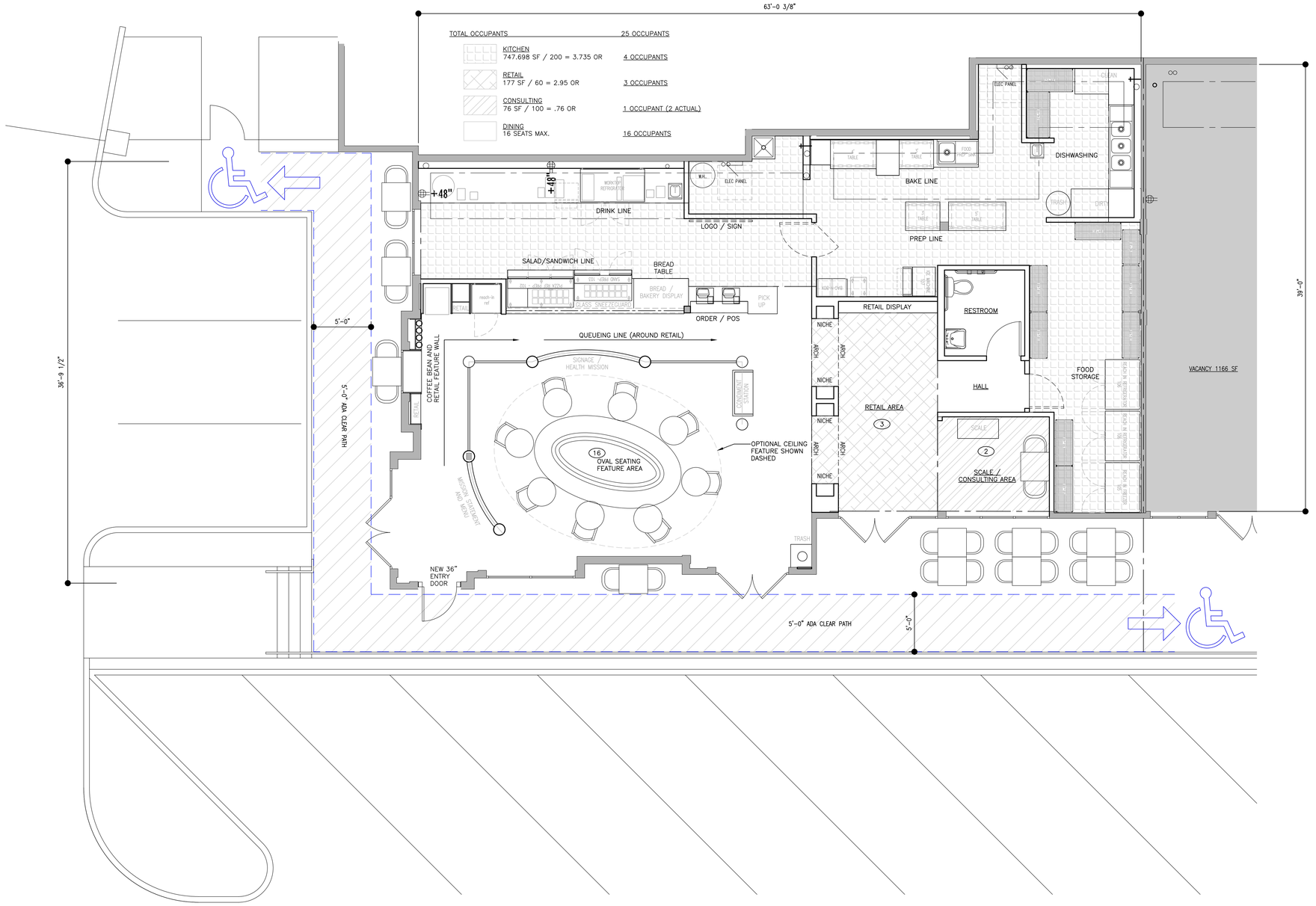
Normal levels of noise and traffic are anticipated during business hours, proposed from 6:00 a.m. to 4:00 p.m., with limited activity occurring shortly before and after opening and closing for preparation and deliveries. There are no plans for outdoor speakers, outdoor events, or site or building modifications that would be disruptive to the surrounding neighborhood.

Overall, this project represents a fresh and thoughtful approach to a healthy café, with a mission centered on supporting healthy lifestyles through fresh, natural foods and beverages, vitamins, and supplements in a clean, modern, and sophisticated environment. We believe this use will be a positive and welcome amenity for both the Vue Apartment community and the broader neighborhood.

Please let us know if any additional information or documentation is required to complete your review of the CUP application.

Thank you,

Brian K. Ivy,
AIA, NCARB



9 TENANT FLOOR PLAN
SCALE: 1/4" =1'-0"

Slea ARCHITECTS
130 w. Lockwood Ave. Ste. 2
Webster Groves, MO 63119
314.401.8601 o.
www.YourIdeaArchitects.com
Certificate of Authority # 2011006331

CONSULTANTS

Brian Ivy, Architect
MO# A-2004008995

Conditional Use Permit Drawings for:

Wholesome MD Cafe in the Vue Apartment complex

1001 Old Olive Blvd. suite A & B, Creve Coeur, (St. Louis County) MO 63141

DATE: 04.02.2026 CUP

REVISIONS:

DRAWN BY: Bivy

PROJECT NUMBER: 2025-087

SHEET NUMBER:

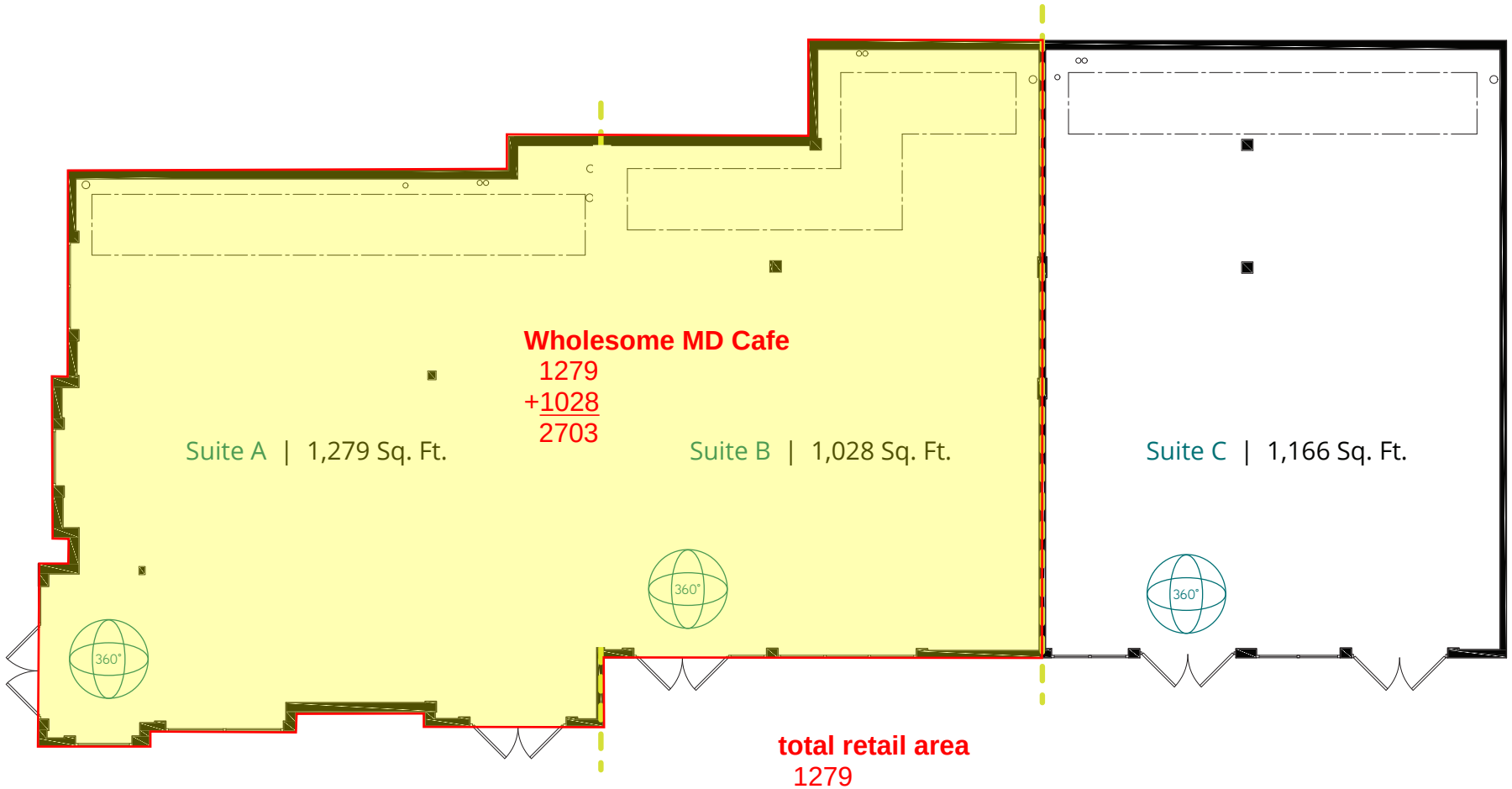
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FLOOR PLAN

THE VUE AT CREVE COEUR

Retail Suites A, B, & C

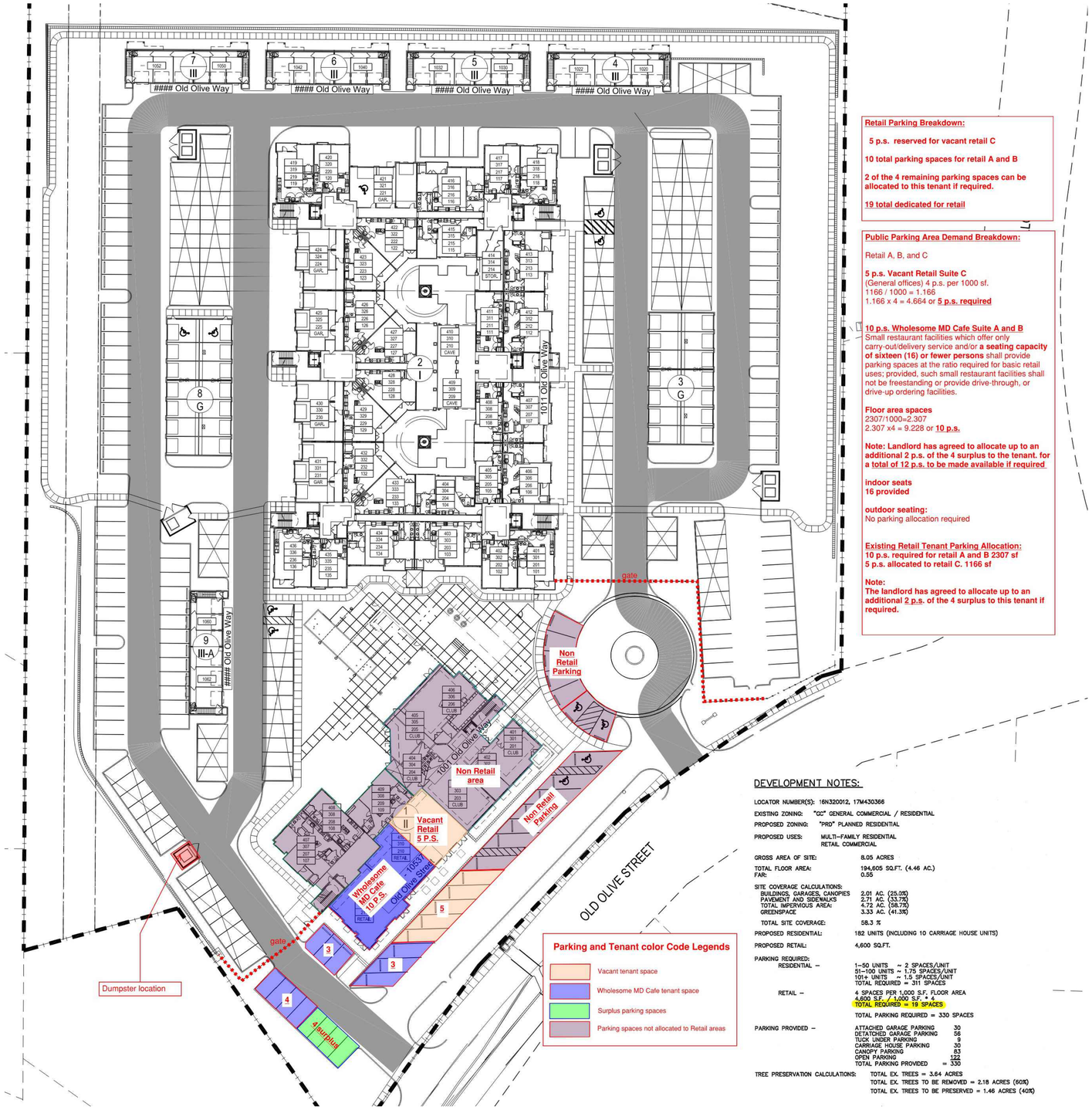
~~Total Contiguous 2,194 SF~~



total retail area
1279
1028
+1166
3473

*Grade change between Suites A & B
Dimensions are Deemed as Accurate but not to Scale

ALTUS



Retail Parking Breakdown:

5 p.s. reserved for vacant retail C

10 total parking spaces for retail A and B

2 of the 4 remaining parking spaces can be allocated to this tenant if required.

19 total dedicated for retail

Public Parking Area Demand Breakdown:

Retail A, B, and C

5 p.s. Vacant Retail Suite C
(General offices) 4 p.s. per 1000 sf.
1166 / 1000 = 1.166
1.166 x 4 = 4.664 or **5 p.s. required**

10 p.s. Wholesome MD Cafe Suite A and B
Small restaurant facilities which offer only carry-out/delivery service and/or **a seating capacity of sixteen (16) or fewer persons** shall provide parking spaces at the ratio required for basic retail uses; provided, such small restaurant facilities shall not be freestanding or provide drive-through, or drive-up ordering facilities.

Floor area spaces
2307/1000=2.307
2.307 x4 = 9.228 or **10 p.s.**

Note: Landlord has agreed to allocate up to an additional 2 p.s. of the 4 surplus to the tenant. for a total of 12 p.s. to be made available if required

indoor seats
16 provided

outdoor seating:
No parking allocation required

Existing Retail Tenant Parking Allocation:
10 p.s. required for retail A and B 2307 sf
5 p.s. allocated to retail C. 1166 sf

Note:
The landlord has agreed to allocate up to an additional 2 p.s. of the 4 surplus to this tenant if required.

DEVELOPMENT NOTES:

LOCATOR NUMBER(S): 16N320012, 17M430366

EXISTING ZONING: "GC" GENERAL COMMERCIAL / RESIDENTIAL

PROPOSED ZONING: "PRD" PLANNED RESIDENTIAL

PROPOSED USES: MULTI-FAMILY RESIDENTIAL
RETAIL COMMERCIAL

GROSS AREA OF SITE: 8.05 ACRES

TOTAL FLOOR AREA: 194,605 SQ.FT. (4.46 AC.)
FAR: 0.55

SITE COVERAGE CALCULATIONS:

BUILDINGS, GARAGES, CANOPIES	2.01 AC. (25.0%)
PAVEMENT AND SIDEWALKS	2.71 AC. (33.7%)
TOTAL IMPERVIOUS AREA:	4.72 AC. (58.7%)
GREENSPACE	3.33 AC. (41.3%)
TOTAL SITE COVERAGE:	58.3 %

PROPOSED RESIDENTIAL: 182 UNITS (INCLUDING 10 CARRIAGE HOUSE UNITS)

PROPOSED RETAIL: 4,600 SQ.FT.

PARKING REQUIRED:
RESIDENTIAL –
1–50 UNITS ~ 2 SPACES/UNIT
51–100 UNITS ~ 1.75 SPACES/UNIT
101+ UNITS ~ 1.5 SPACES/UNIT
TOTAL REQUIRED = 311 SPACES

RETAIL – 4 SPACES PER 1,000 S.F. FLOOR AREA
4,600 S.F. / 1,000 S.F. * 4
TOTAL REQUIRED = 19 SPACES

TOTAL PARKING REQUIRED = 330 SPACES

PARKING PROVIDED –

ATTACHED GARAGE PARKING	30
DETATCHED GARAGE PARKING	56
TUCK UNDER PARKING	9
CARRIAGE HOUSE PARKING	30
CANOPY PARKING	83
OPEN PARKING	122
TOTAL PARKING PROVIDED =	330

TREE PRESERVATION CALCULATIONS:
TOTAL EX. TREES = 3.64 ACRES
TOTAL EX. TREES TO BE REMOVED = 2.18 ACRES (60%)
TOTAL EX. TREES TO BE PRESERVED = 1.46 ACRES (40%)

10 PARTIAL SITEPLAN
SCALE: 1"=240"

Glen ARCHITECTS
130 w. Lockwood Ave., Ste. 2
Webster Groves, MO 63119
314.801.8601
www.YourIdeasArchitects.com
Certificate of Authority # 2011006331

CONSULTANTS

Brian Ivy, Architect
MO# A-2004008995

Conditional Use Permit Drawings for:

Wholesome MD Cafe in the Vue Apartment complex

1001 Old Olive Blvd. suite A & B, Creve Coeur, (St. Louis County) MO 63141

DATE: 04.24.2026 CUP REV

REVISIONS:

DRAWN BY: Bivy

PROJECT NUMBER: 2025-087

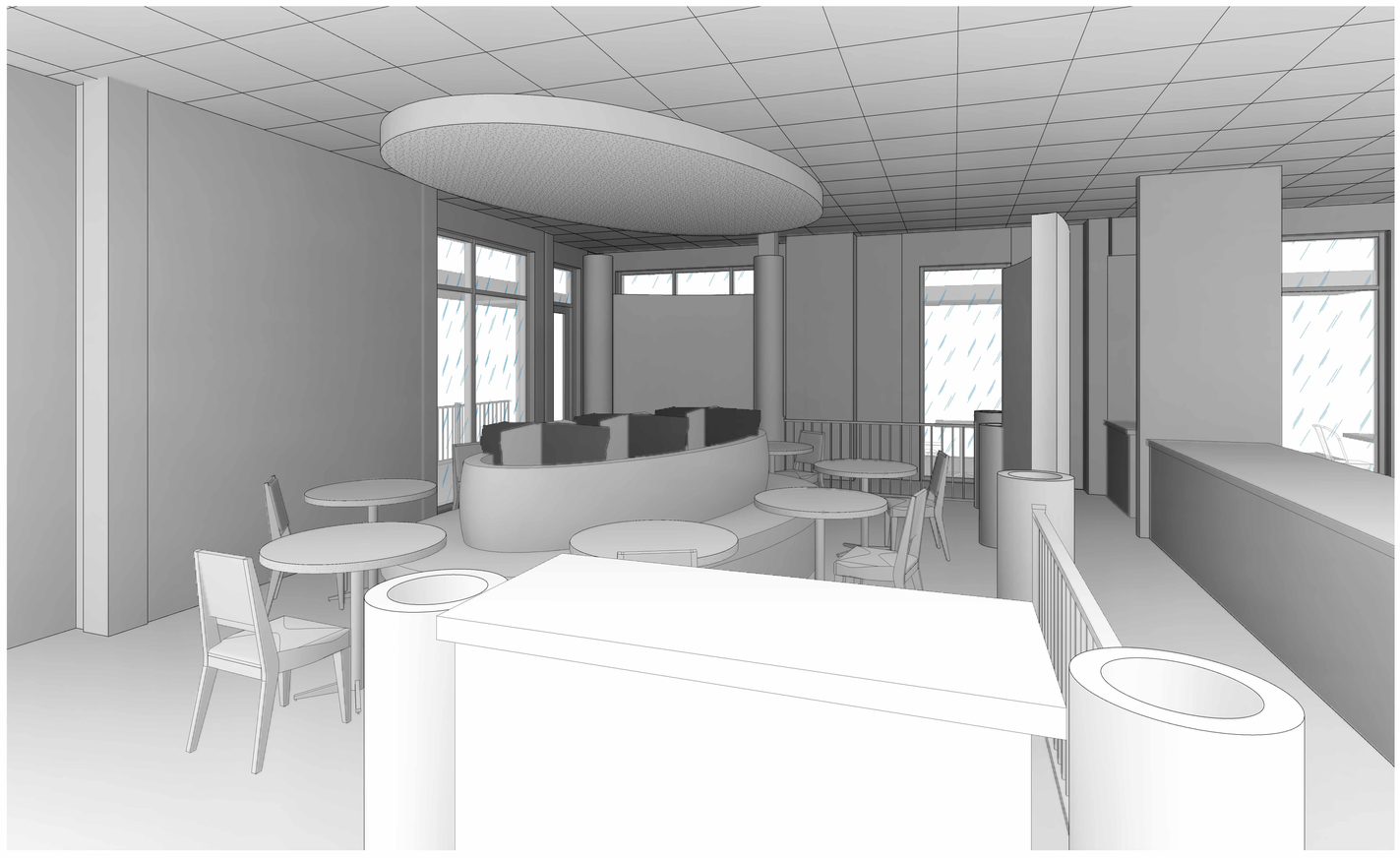
SHEET NUMBER:

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SITEPLAN



PERSPECTIVE VIEW - INTERIOR CAFE OVAL SEATING 1



PERSPECTIVE VIEW - INTERIOR CAFE OVAL SEATING 2

idea ARCHITECTS
130 W. Lockwood Ave. Ste. 2 Webster Groves, MO 63119
O. 314.801.8601 | www.IdeaSTL.com
Certificate of Authority #2011006331

CONSULTANTS

NOT FOR CONSTRUCTION

04/21/2026
Brian Ivy, Architect
MO# A-2004008995

PRC FOR:

WHOLESOME MD CAFE

1001 Old Olive Way, Creve Coeur, MO 63141

ISSUE DATE:
PERMIT SET 04/21/2026

REVISIONS:

NO.	DESCRIPTION	DATE

DRAWN BY: Author
PROJECT NUMBER: 25-87
SHEET NUMBER:

A900

PERSPECTIVE VIEWS



IMAGE OF EXISTING CONDITIONS



IMAGE OF PROPOSED NEW EXTERIOR STOREFRONT DOOR

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130 W. Lockwood Ave. Ste. 2 Webster Groves, MO 63119
O. 314.801.8601 | www.IdeaSTL.com
Certificate of Authority #2011006331

CONSULTANTS

NOT FOR CONSTRUCTION

04/21/2026
Brian Ivy, Architect
MO# A-2004008995

PRC FOR:

WHOLESOME MD CAFE

1001 Old Olive Way, Creve Coeur, MO 63141

ISSUE DATE:
PERMIT SET 04/21/2026

REVISIONS:

NO.	DESCRIPTION	DATE

DRAWN BY: Author
PROJECT NUMBER: 25-87
SHEET NUMBER:

A901

PERSPECTIVE VIEWS

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1/29/2026

Bethany L. Moore, AICP
City Planner
City of Creve Coeur
300 North New Ballas Road
Creve Coeur, MO 63141

RE: Lease and Use Information – Conditional Use Permit for Wholesome MD Cafe
1001 Old Olive Blvd., Creve Coeur, MO 63141

Dear Ms. Moore,

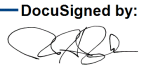
I am writing to provide lease and use details in support of the Conditional Use Permit application for the premises located at **1001 Old Olive Blvd., Creve Coeur, MO 63141**.

The **Landlord** for the premises is **BCC Partners, LLC**, a Missouri limited liability company. The **Tenant** is **Wholesomemd LLC**, a Missouri limited liability company doing business as **Wholesome MD Cafe**.

The leased premises is approximately **2,307 square feet** in size and will be used for the operation of a **nutrition company dedicated to educating, supporting, and creating better health through prepared healthy meals, light cooking/food prep with ventless electric equipment, and related nutrition and beverage retail sales**

Please let me know if you need any additional information or documentation to complete your review of the CUP application.

Altus Realty Advisors, LLC – Manager for Owner/Landlord

DocuSigned by:

E914BED7F0584AC...

By: Robert H. Johnson

Manager

Altus Realty Advisors, LLC

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, MAY 4, 2026

6:00 P.M.

PUBLIC HEARING

APPLICATION NO. 26-011

THOSE IN ATTENDANCE:

Ms. Rhonda O'Brien - Acting Chair
Mr. Thomas Buelter
Mr. Larry Potashnick
Mr. Stephan Tomlinson
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Bethany L. Moore, City Planner
Ms. Claralyn Bollinger, Recording Secretary, Administrative Services Supervisor

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

ACTING CHAIRMAN O'BRIEN: I'm going to call the meeting to order.

Roll call.

Ms. LaBonte is excused.

Mr. Buelter?

MR. BUELTER: Here.

ACTING CHAIRMAN O'BRIEN: I'm here.

Mr. Potashnick?

MR. POTASHNICK: Present.

ACTING CHAIRMAN O'BRIEN: Mr. Tomlinson?

MR. TOMLINSON: Here.

ACTING CHAIRMAN O'BRIEN: Mr. Wang is not here yet.

Mr. Lumley?

MR. LUMLEY: Here.

ACTING CHAIRMAN O'BRIEN: Mr. Jaggi?

MR. JAGGI: Here.

ACTING CHAIRMAN O'BRIEN: Ms. Moore?

MS. MOORE: Here.

ACTING CHAIRMAN O'BRIEN: And, Ms. Bollinger?

MS. BOLLINGER: Here.

ACTING CHAIRMAN O'BRIEN: Our first item of New Business is Public Hearing Application 26-011: A Conditional Use Permit for a Limited-Service Restaurant Use for Wholesome MD Cafe Located at 1001 Old Olive Way

inside the Vue at Creve Coeur Apartments.

(The speakers were sworn in by the court reporter.)

MR. BRIAN IVY: Hi, my name's Brian Ivy. I'm the architect with Idea Architects who working on this project.

Just to give you a brief overview.

It is a -- it is the Wholesome MD Cafe. It's -- really it's founded for -- it's a -- I'm sorry -- a physician-founded, it's, basically, a wellness and nutrition kind of a lifestyle cafe. It's an interesting concept. It's not just your normal -- it's not your normal cafe, cafeteria or coffee shop.

They'll have a small retail component, and they'll also have a -- they'll serve coffee and -- and some healthy meals. They also have a small retail component, which also includes a -- a body composition scale where it'll be free to the public. Come in and then you'll be able to sit down with somebody and they'll kind of go over your findings.

You'll -- so, you'll kind of see -- I'm not sure where the pointer thing is. Is that it? Yeah. So you can see this is a body composition. This is what they look like. You'll be able to come in, sit down, get on the scale, and it kind of spits out a lot of data. And

I've -- I've done it recently, so it's -- it's pretty interesting. You look at all this stuff, and you're like, holy cow, I have no idea what this means.

So that's where the consulting comes in. They kind of help you decipher all of that information. Tell you where you may need to add supplementation and vitamins, minerals, things like that, where the retail component also comes in. And also have the -- the coffee shop and -- and healthy meals and stuff, lunch and dinner -- or I'm sorry -- breakfast and lunch.

The -- so it's more than just a normal cafeteria, a cafe. And they mention enhancing nutritional value to promote health and longevity.

So I think kind of the building plans really kind of follow that -- that mission statement.

So we -- we have, you can kind of see it, and I color-coded these, okay, we color-coded this so you can kind of see the -- the cafe zone, kind of the dining area is in blue. The small retail area with -- it's in the yellow. You've also got a couple retail components right there. As well as the consulting office where the sale is also located.

The balance of the space is really kitchen, the prep kitchen. So all of the -- all the food that's prepared on site, it's not all prepared for on-site

consumption, they'll -- they'll have -- they'll incorporate some of their food, the juice and prepackaged meals, salads, wraps, things of that nature will go into grab and go containers and stuff.

So -- so you're going to come in to dine in, swing by, grab some food, bring it home, whatever.

But that's -- that's really kind of the -- the general idea concept behind the cafe.

We do have a couple of renderings. So you can kind of see this as this would be kind of the primary entrance, which is right here. We are proposing to add one door where there's an existing storefront door that goes in -- into the corner, but we really wanted to be able to approach it from both angles.

You'll walk in, small kind of a menu sign, mission statement, kind of explaining it, and then you'll be able to queue yourself through, go through some grab and go, some coffee, pick up some coffee, prepackaged coffee, order your coffee, grab your meal, things like that.

Then you'll -- oops -- you'll be able to come, pay, sit down and eat or go in and mill through the -- the retail area, set up an appointment to come in and -- and try the scale and see if you can get some feedback, and so on and so forth.

The building -- I mean the buildout's really quite simple. It's about 2300 square feet, and it's taken two of the three tenant bays.

I think we have -- yeah, right down in here, you can kind of see we're taking up the parking for us is in blue -- whoops, wrong button -- the parking for us is in the blue. The adjacent -- there's one adjacent tenant space. I think it was about 1100 square feet. And their adjacent parking is right here as well. That left a balance of, I think, four parking spaces, if memory serves me correct.

We will have some outdoor dining. There's no plans for speakers or any -- any noise gathering.

We do have our refuse, our dumpster enclosure is back here, so that would be where the -- the employees will dump the trash and stuff.

So, I think that's about it, hopefully.

ACTING CHAIRMAN O'BRIEN: Where's the outdoor seating going to be?

MR. BRIAN IVY: See it right here. We've got a few tables. We've got six seats back here in the corner, and you've got -- kind of a table and two-top right here, just tucked back into one of the kind of recessed niches here. We've got three more two-tops along this side here, and we maintained our ADA egress path along those edges.

MR. BUELTER: That was what I was going to ask.

ADA compliant. Quick -- quick run-through on what we will have for ADA here.

MR. BRIAN IVY: Yeah. Well, we do have some ADA parking spaces up here. The grades are just such that they're not -- by the time you get down to right here, you can kind of see the grades, the sidewalk is at an elevated area, so, really, the ADA parking for -- for this whole building is right here in that back corner. So you can kind of see, this is all the -- all the ADA parking for that whole -- that whole building. So they'll access it, the parking space will come up and go down and enter one of the three -- well, one of the two tenant spaces. I believe the clubhouse also access from that area as well.

ACTING CHAIRMAN O'BRIEN: Is this the first location for this -- this cafe or does it have other --

MR. BRIAN IVY: Yeah, no, this is -- this is the first one. Kind of proof of concept.

ACTING CHAIRMAN O'BRIEN: Thank -- thank you.

MR. BRIAN IVY: All right.

MR. BUELTER: Does -- just one more quick question --

MR. BRIAN IVY: Oh, yes, sir.

MR. BUELTER: -- and what -- unless you want to go in on this too.

Is restroom facilities?

MR. BRIAN IVY: Yes.

MR. BUELTER: Or is there going to be any --

MR. BRIAN IVY: Yes. One -- one restroom. One ADA compliant restroom, and it's -- see it's right there.

MR. BUELTER: Okay.

MR. BRIAN IVY: Access, just go through -- we've got a couple arches right here, go through that into the retail area and down this kind of stubby little hallway, bathroom.

MR. BUELTER: Okay. Thank you.

MR. BRIAN IVY: Yeah, you're welcome.

MS. MOORE: Okay, Bethany Moore, City Planner.

So, as you guys may be aware, Jason and I just got back from our APA National Conference.

And one of the themes, if you will, of the conference was AI, so I do just want to let you know this whole presentation was made with AI. So please let me know if you have any feedback. I just wanted to try it out with this and just see what it could do. So this whole thing was made using our AI that we have access to at the city.

So, this is a conditional use permit application for Wholesome MD Cafe.

Here is the floor plan. The request was made by

the applicant Brian Ivy, and I feel like he did a really good job of explaining this request, so I'll try and go through this pretty quickly.

But it is a limited restaurant use, NAICS 722513, which requires a conditional use permit.

Here's our location. It's at the Vue Apartments. And there are three retail spaces the first floor here. And they have never been filled since the building was built in 2017, so this use will be taking up two of those spaces and one will be left for an additional tenant.

So this is just a little bit about their use. They have food sales, preparation and then also that consultant piece where people can come in and -- and talk with the nutritionist and -- and be weighed and talk about their food and those kind of things.

So then we have the site plan. The purple here is those Suites A and B. And then this is the parking associated with it. For this whole piece of -- of retail space, Suite A, B and C there's nineteen parking spaces. And so because this cafe does have less than sixteen seats, the parking for it was counted at general retail, which is four parking spaces per thousand square feet of floor area.

So the hours of operation will be from 6 a.m. to

4 p.m. seven days a week.

There will be the sixteen indoor seats and then the twenty outdoor seats. And, again, the twenty outdoor seats don't count towards parking requirements.

And then there will be four employees at busiest shift.

So, per their use, they are required to have ten parking spaces. There's nineteen allotted for this, which means that there is a surplus of nine. And that surplus is five would be allotted for that Suite C to meet the requirements required by the 11 -- 1100 square feet there, and then also there's four spaces of overflow.

And then just the sample motion.

Do you have any questions?

ACTING CHAIRMAN O'BRIEN: I got a question about --

MS. MOORE: Yes.

ACTING CHAIRMAN O'BRIEN: -- pedestrians --

MS. MOORE: Uh-huh.

ACTING CHAIRMAN O'BRIEN: -- and the way the road is there.

MS. MOORE: The way the road is?

ACTING CHAIRMAN O'BRIEN: Yeah, it's like if there's people walking back and forth, since this, I think, will be a pretty powerful concept, there might be

people walking, you know, like from where Panera is or something like that --

MS. MOORE: Uh-huh.

ACTING CHAIRMAN O'BRIEN: -- over there, cause there's other retail there.

Is -- is there adequate pedestrian marking and all that, because there's cars coming, you know, they're turning off Olive to go down that way? I'm just curious about that.

MS. MOORE: I'm not sure if there's a crosswalk in that space.

Are you aware is there a crosswalk there?

MR. JAGGI: There is.

MS. MOORE: There is, okay.

MR. JAGGI: Yeah, there's a mid-block crossing, actually, right -- you might be able --

MS. MOORE: Right here?

MR. JAGGI: -- to see it right by that -- that bus shelter, yeah, right there.

MS. MOORE: Yeah, here's the bus shelter --

MR. JAGGI: Uh-huh.

MS. MOORE: -- and then here's the other entrance, so, yeah, it's right here is what you're saying?

MR. JAGGI: Yes.

MS. MOORE: Okay. That makes sense.

And then like the Panera would be over here.

MR. JAGGI: Right.

MS. MOORE: Any other questions?

MR. POTASHNICK: So I have a educational question.

MS. MOORE: Yes.

MR. POTASHNICK: Why don't we require parking for outdoor seating?

MS. MOORE: Because we want to encourage it, so in order to encourage it, we reduce the requirement for outdoor seating.

MR. POTASHNICK: So there's none then?

MS. MOORE: Correct. We don't count it towards the parking requirement, just indoor, and it's also seasonal, it's not 24 -- it's not all year like the indoor seating.

MR. POTASHNICK: And we -- we have control over the number of outdoor seats?

MS. MOORE: We do review it, yes, and if there's a concern, we could limit that, but we also look at it for like the -- the distance, like the ADA compliance, make sure that people can get around them and things like that.

MR. POTASHNICK: Okay. Thank you.

MS. MOORE: Uh-huh.

MR. TOMLINSON: Bethany, what information does

the city have about the consulting services being offered there?

MS. MOORE: Just what was submitted in the application, so not a lot.

MR. TOMLINSON: Is it -- do we know if it's -- does the city license that in any way?

MS. MOORE: No, it would just be part of the retail component, and since the -- because of the way that the seating works, it's all just considered retail because -- because they don't have more than sixteen seats.

MR. TOMLINSON: If it was just consulting, would that also need a CUP, if that was the primary use? How would that be treated?

MS. MOORE: It would depend, because like general physicians' offices are permitted by right, so, yeah, it would just depend on the definition.

MR. TOMLINSON: Okay.

MR. JAGGI: I think also the restaurant -- or the business operator is here, and maybe could speak to that a little bit more as well, if you'd like to come up.

MR. TOMLINSON: Yeah, that's all the questions I have for that.

MS. MOORE: Yeah, any other questions before I turn --

ACTING CHAIRMAN O'BRIEN: Yeah, why -- why doesn't she explain --

MS. MOORE: Okay.

ACTING CHAIRMAN O'BRIEN: -- a little bit about the consulting and whether it's licensed or how it works.

MS. PRIYANKA YERRAGORLA: Yeah. Good evening.

My name is Priyanka Yerragorla.

So by practice, I am internal medicine and obesity medicine certified physician. And for the last ten years I've been practicing from taking care of patients in the hospital who are admitted with acute condition to office seeing for primary care, and also in inpatient rehab where I took care of patients who were admitted after surgery or an elective procedure.

So, in this whole journey what I've noticed is whoever took care of -- or had a healthy lifestyle, healthy eating habits and decent physical activity, did really well in terms of recovery, going home and reducing the re-admission.

So, in my office that's what I have been preaching for the last ten years. And it was really encouraging when they actually implemented and see the results for themselves and for the family members too.

For example, people are fine until they have a hip fracture. Everyone will be saying that they came --

they were walking until then, right. After the fracture, they could not heal so well, now patients are going to nursing home because there was no education, formal education, given to them on how they meals should be or how they have to monitor their muscle status and all that.

So by seeing all of that, this project came to fruition, hopefully, move forward.

So, the goal of this project is to have a place for the community to have a healthy meal with no second thought. They are going to be made with minimally processed ingredients and as natural as possible and light cooking is involved.

So, when they have that meal, they are -- they have to be assured that it's healthy for their body and also, hopefully, we are working on their chronic conditions.

Not -- we are not dispensing any medication, but just, you know, a heart failure patient, when they eat with us they know the salt is not too high, so I don't have to worry about that, or someone who has an arrhythmia, we are not using any excessive fat content in it, so they -- they have -- they can be assured with that. So that's one goal.

And the second one, to your question about consulting, so that booth is for the InBody scale. That's

the body composition scale that will tell how much muscle we have, how much fat and all that.

And in that consultation, I will be telling them, once we get the report, I'll show them, it's not just about the weight, how much muscle you have, and how to work on it -- work on it, and then how your food should be like. That's what I will be talking about.

There is no medication dispensing there, so that's why the, you know, the medical practice is not involved in that concept.

There is a place, actually, in the city that uses InBody in their store. That's Project Keen. They sell frozen meals there, and -- and their place is the supplement store, HQ Nutrition. I have seen some of those stores having those scales there, and some I heard from Jefferson City, their supplement stores also have these scales. When they go to those stores, they just weigh in, they get the sheet and they go home. But in our place, I will be talking to them what exactly those numbers are.

MR. TOMLINSON: So, you're delivering the consultation?

MS. PRIYANKA YERRAGORLA: Yes, I will be there and I will be talking to them coming.

MR. TOMLINSON: You don't have staff doing it, you don't have other --

MS. PRIYANKA YERRAGORLA: So, from day one, it will be me. And then I will be training the staff, and I will see how their performance is on how their scope of understanding is to see if they should be monitored or not.

ACTING CHAIRMAN O'BRIEN: Thank you.

Does anybody else have any questions?

Okay. Thank you.

MR. LUMLEY: Ready for me now?

ACTING CHAIRMAN O'BRIEN: Yeah.

MR. LUMLEY: I offer the following exhibits into the record of this public hearing: Documentation in possession of the City Clerk reflecting the public notice that was provided regarding this proceeding, the two presentations this evening from the speakers, the City Code of Ordinances -- Ordinances and Charter, the City Comprehensive Plan and the public file regarding this application.

(The Public Hearing was concluded at 6:21 p.m.)

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning Public Hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.

Deborah K. McLaughlin, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, MO-CCR, IL-CSR, KS-CCR

MEMORANDUM

DATE: May 11, 2026

TO: Mayor and City Council

FROM: Kris Simpson, City Administrator

Jason Jaggi, Director of Community Development

CC:

SUBJECT: Resolution to Adopt the Development Incentives Policy Manual

---

RECOMMENDATION:

Staff recommends approval of the resolution to formally adopt the Development Incentives Policy Manual. After adoption by the City Council, this manual will serve as the official policy of the City of Creve Coeur with respect to the evaluation of development incentive requests.

PROJECT FUNDING (If Applicable):

N/A

BACKGROUND INFORMATION:

The draft Development Incentives Policy Manual was presented to the City Council at the April 27, 2026, City Council meeting for review and feedback. Council member Spence suggested staff review the general development incentive policy section that relates to the comprehensive plan. In response to this comment, staff has revised the document to state that projects receiving incentives must not be inconsistent with the City's comprehensive plan. Additionally, the reference to other adopted plans has been eliminated for clarity. These changes are redlined for review on Page 3 in the attached document. No other comments were provided.

BID SUBMITTALS (If Any):

N/A

PROJECT SCHEDULE (If Applicable):

N/A

ATTACHMENTS: Revised Development Incentives Policy Manual

RESOLUTION NO. 1868

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CREVE COEUR, MISSOURI ADOPTING A DEVELOPMENT INCENTIVES POLICY MANUAL

WHEREAS, on March 25, 2025, the City Council approved Resolution No. 1785 authorizing a Task Order Agreement with PGAV Planners to prepare an update of the City's Comprehensive Plan for the Bayer East Campus the scope of which also included the preparation of review criteria for the City's consideration of development incentives requests; and

WHEREAS, the City Council and staff recognize the importance of having an incentive policy to provide procedures and to guide decision-making for the use of economic development incentives authorized by state law; and

WHEREAS, on November 25, 2025, staff and the City's consultant presented an overview of the economic incentive programs and general policy guidelines during a work session; and

WHEREAS, on April 27, 2026 staff and the City's consultant presented the draft Development Incentives Policy Manual to the City Council for review; and

WHEREAS, the City Council has reviewed the Development Incentives Policy Manual, dated May 11, 2026, and finds that this policy will provide the necessary framework for consideration of development incentive requests.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CREVE COEUR, AS FOLLOWS:

SECTION 1: The City Council hereby approves the Development Incentives Policy Manual, attached hereto as Exhibit A.

SECTION 2: This Resolution shall take effect from and after its adoption.

ADOPTED THIS 11th DAY OF MAY, 2026.

_____
DR. ROBERT HOFFMAN
MAYOR

ATTEST:

_____
KELLIE HENKE, MRCC
CITY CLERK

DRAFT

REV. 5-11-26

DEVELOPMENT INCENTIVES POLICY MANUAL
CITY OF CREVE COEUR, MISSOURI

ADOPTED BY RESOLUTION ___ OF THE CITY COUNCIL ON _____

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PURPOSE AND SCOPE

The purpose of this document is to establish the official policies of the City of Creve Coeur for the use of development finance incentives. All projects will be evaluated using both the policies of the City as described herein and the policies specific to the particular incentive.

Various economic incentives are available under Missouri law to help municipalities achieve their public objectives. The purpose of this Development Incentives Policy is to provide guidance to property owners and developers with respect to the City's position on the use of development incentives.

The City may offer incentives in the following broad categories:

- **Special taxing districts** – Pursuant to State law, the City may establish or approve the establishment of special districts that can impose special assessments and/or taxes in order to pay for public improvements or to eliminate blight. These districts require the approval of a majority of the property owners in the district. Special taxing districts include Neighborhood Improvement Districts (NID), Community Improvement Districts (CID) and Transportation Development Districts (TDD).
- **Property tax abatement** – Tax abatement is offered through a variety of programs geared toward job creation, private investment, and redevelopment. All or a portion of the incremental increase in property taxes is abated for a set period of time. This incentive is sometimes referred to as Chapter 100 (Industrial Development Bonds), or Chapter 353 (Urban Redevelopment Corporation).
- **Redirection of incremental increases in taxes** – This incentive is known as Tax Increment Financing (TIF). The development pays all taxes owed and a portion or all of the incremental increase in taxes resulting from development is captured and redirected to pay certain eligible redevelopment project costs. Taxing jurisdictions continue to receive the taxes based on the pre-development value. A TIF may also capture new taxes imposed after the TIF is approved.

The City of Creve Coeur is under no obligation to approve the use of a public incentive for any applicant. This policy is merely a guideline. The City reserves the right to modify or waive on a case-by case basis any of the procedures or limitations of this policy, provided all state and statutory requirements are fulfilled.

Each project must be viewed on its own merits under the market conditions that exist at the time a development is submitted to the City in application for a particular development incentive.

ECONOMIC DEVELOPMENT OBJECTIVES

The City of Creve Coeur is committed to high quality, balanced growth and development of the community and to preserving the City's character. The City recognizes the importance of continued economic development to meet the needs of its residents, and its obligation to balance the demand for economic development with the judicious use of economic development incentives, reserving the use of these incentives for projects that demonstrate significant public benefit. Accordingly, the City has established certain goals regarding the use of incentives:

1. To promote, stimulate and develop the economic welfare of the City.
2. To provide and maintain an attractive community that creates a positive public image and encourages individuals and families to locate and invest in the community.
3. To permit the use of public economic incentives in those locations and situations that provide the maximum public benefit.
4. To limit the use of public economic incentives for the shortest duration while still providing for the desired level of public financial assistance.

Achieving these objectives can lead to significant public benefit, retention of existing quality jobs, creation of new jobs, construction of public improvements, elimination of blight, increase in property values, increase in tax revenues, attraction of development absent or insufficient in the City and economic stability throughout the City. When appropriate, the City may utilize incentives in order to achieve its economic development goals. One or more incentives may be utilized depending on the application.

The granting of public economic incentives will be made according to the goals, processes and procedures of this policy.

GENERAL DEVELOPMENT INCENTIVE POLICIES OF THE CITY OF CREVE COEUR

1. The City will consider the use of incentives based on public benefits and the developer's demonstration of need. There must be a finding by the City Council of public benefit and that the project would not occur, or would not be financially viable if the incentive is not provided. Development incentives will only be granted to those projects that would not otherwise occur if incentives were not provided, unless the City Council finds there to be an overriding public benefit.
2. Development incentives will be granted only at the level necessary to make the project financially feasible. The level necessary to make the project financially feasible is determined by the City requesting detailed information including a pro forma, property purchase price, financing details, and other information as required to help the City understand the project's financing. Applicants will be expected to supply this information as part of the review process.
3. The City will consider the impact of the incentivized development on the ability of the City and other jurisdictions to provide services. There must be a finding by the City Council that the development incentive does not adversely impact the ability of the City and other jurisdictions (including emergency services) to provide services.
4. The City will consider the impact of the incentivized development on the ability of the Ladue School District and Parkway School District to provide educational services. If the development project subject to contemplated incentives will house school-aged children, then there must be a finding by the City Council that the project will generate sufficient tax revenue to support any anticipated net increase in education costs associated with the estimated number of school-aged children that may reside in the project.
5. The City will not contribute or pledge any funds of its own, nor will it pledge its credit or borrowing capacity, to any developer, development project or associated notes, bonds or other financial obligations.
6. The City will not waive City permit, development, or incentive fees.
7. All projects receiving incentives must not be inconsistent with the City's Comprehensive Plan~~, any other adopted plans of the City,~~ and must comply with all applicable City zoning and building codes.

INCENTIVE APPLICATION AND REVIEW PROCESS

1. Applicants shall notify the City of their intent to pursue a development project that will make use of incentives. The Pre-Application Worksheet, attached to this document, shall accompany this notification. The Pre-Application Worksheet must be submitted to the City Administrator's office for review and processing.
2. Applicants are required to first meet with City staff in a pre-qualification conference at which meeting City staff will have an opportunity evaluate potential project eligibility for development incentives. This pre-qualification conference is an opportunity for City staff to learn about the project and to provide initial feedback to the development team regarding the project's conformance with City plans, this policy, and potential incentives.
3. Upon completion of the pre-application worksheet and pre-qualification conference, City staff shall submit a report to the City Council. This report shall include, at a minimum, the completed pre-application worksheet, along with staff's review and initial assessment of the request in relation to this policy.
4. Each request for incentives shall require a Funding Agreement to cover the City's costs and expenses related to the evaluation and implementation of the request, including legal fees and other third-party expenses. Processing of the application will not be scheduled or commenced until a Funding Agreement has been executed and funded. Payments shall be nonrefundable regardless of whether a request is granted.
5. As determined by the Funding Agreement, an application deposit shall be paid to the City prior to initiating any work on a project.
6. Annually, City staff will be responsible for reviewing the performance of each recipient of funds for the previous year. The purpose of this review is to check for compliance with any documents related to the use of incentives and to gather information regarding completion of project, cumulative job creation, wages paid, and other such information necessary to gauge the performance of the project. The accountability review may include a site visit.
    a. The accountability review may also, subject to a redevelopment agreement between the City and developer, require information (e.g., number of jobs, wages paid, taxes paid, etc.) to be filed by the development team or project owners with City staff on an annual basis.

DESCRIPTIONS OF INCENTIVES

Industrial Development Bonds (Chapter 100)

Article VI, Section 27(b) of the Missouri Constitution and Sections 100.010 to 100.200 of the Revised Statutes of Missouri allow municipalities to issue revenue bonds to finance private industrial or commercial development projects. In a typical transaction, the municipality will hold title of the property with a lease back to the benefited company. As a result of municipal ownership of the property, it will also be exempt from real and personal property taxes; however, a payment in lieu of taxes (PILOT) may be required if the municipality only desires a partial tax abatement. Additionally, sales and use tax exemption on materials used in the construction of the development project or specific personal property purchases relating to the project may also be utilized.

1. Legislation: Article VI, Section 27(b) of the Missouri Constitution and Sections 100.010 to 100.200 of the Revised Statutes of Missouri
2. Revenue Source: revenue bonds (tax-exempt and non-tax-exempt), local real property tax abatement, personal property tax abatement, sales and use tax exemption
3. Purpose: To incentivize the investment in industrial or commercial properties
4. Approval Procedure: Requires approval of the development plan by majority vote of the entity issuing bonds for the project. Notice must be provided to all affected taxing bodies. The property owner must convey to the municipality the title to the site concurrently with bond issuance. The site is then leased back to the former property owner for the duration of the abatement period.
5. Eligible Land Use(s): Industrial and commercial
6. Eligible Location(s): statewide
7. Funding Amount: Property tax abatement can amount to up to 100% of value. Sales and use tax exemptions can reduce construction costs.
8. Term: determined by governing body issuing the bonds.

City Application & Approval Process

The authority and decision to issue revenue bonds and grant tax abatements is vested solely with the Creve Coeur City Council. The decision to issue revenue bonds and/or to approve tax abatement is discretionary and shall be considered on a case-by-case basis. The City Council is under no obligation to approve any requested bond issuance and/or tax abatement. The City Council also reserves the right to deviate from the policies and criteria contained herein if, in the opinion of the City Council, circumstances exist to warrant such deviation, as long as any such deviation does not conflict with state law.

Accountability

If the project meets the policy guidelines outlined above, a "plan for industrial development" as outlined under Section 100.050 RSMo will be developed. The "plan for industrial development" will then be considered for formal approval by the City Council. Following approval of the "plan for industrial development," the City and the applicant shall enter into a Chapter 100 performance agreement which will govern the terms of the abatement. The agreement shall require that an annual report be submitted to the City on or before March 1 following the end date of construction. Each year, the report shall cover the time period of January 1 through December 31 of the previous year and include a detailed

accounting of the project, including certification on the number of employees (newly added during that period and existing) and associated wages and costs to complete the project.

Urban Redevelopment Corporations (Chapter 353)

Chapter 353 of the Revised Statutes of Missouri allows cities to incentivize the redevelopment of blighted areas through the abatement of real property taxes for up to 25 years. A development plan that references how the area qualifies as blighted, along with the proposed redevelopment projects is required, alongside a tax impact statement that estimates the impact of the tax abatement on all affected taxing jurisdictions. An Urban Redevelopment Corporation must be created that will take title of the blighted area and carry out the redevelopment plan, which is outlined in a redevelopment agreement approved by the municipality.

1. Legislation: Chapter 353 of the Revised Statutes of Missouri
2. Revenue Source: Real property tax abatement
3. Purpose: to incentivize the redevelopment of blighted areas
4. Approvals Procedure: Urban Redevelopment Corporations must be incorporated with the Secretary of State. Requires a redevelopment plan and tax impact statement. A public hearing must be held before approval by the appropriate City or county.
5. Eligible Land Use(s): All land uses
6. Eligible Location(s): Property must be located within a blighted area, defined as "that portion of the City within which the legislative authority of such City determines that by reason of age, obsolescence, inadequate or outmoded design or physical deterioration have become economic and social liabilities, and that such conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes." Not all properties within a blighted area have to exhibit blighting factors if the properties are needed to enable a properly planned redevelopment project for the area.
7. Tax Abatement Amount: Up to 25 years of property tax abatement. Up to 100% abatement of the incremental increase in real property taxes on the land and up to 100% abatement of the real property taxes on all improvements during the first 10 years. During the next 15 years, between 50% and 100% of real property taxes on all land and improvements may be abated.
8. Term: Up-to 25 years.
9. Special Considerations: The City or county may use eminent domain to acquire properties for subsequent conveyance via sales or lease for use by designated redevelopment corporations for purposes of carrying out a redevelopment project as part of a redevelopment plan.

Evaluation Criteria

In accordance with Missouri law, the City of Creve Coeur will consider, in its discretion, the granting of Chapter 353 subject to the following requirements on the part of the applicant, which applicant shall:

1) Demonstrate that the request for incentives complies with the general development incentive policies listed on page 2 of this manual.
2) Represent a clear demonstration of positive impact on the Creve Coeur community by adding to the City's economic vitality and independence, generating additional tax revenue, eliminating blight, implementing the adopted plans of the City of Creve Coeur and, in doing so, following the community's vision for its future;
3) Demonstrate that the project would not occur "but for" the incentives offered;
4) Include evidence that the property owner has the financial ability and capacity to complete the project;
5) Show that the proposed development is consistent with all development ordinances and codes. The applicant is responsible for conducting all necessary environmental audits and taking any and all remediation action(s) as required by the City or any other governmental entity; and
6) Comply with the statutory requirements set forth in Sections 353.010 – 353.150 RSMo.

Payments in lieu of taxes (PILOTS) may be imposed by the City and paid by the property owner if deemed appropriate for the project. PILOTS are paid on an annual basis to replace all or part of the real estate taxes abated.

Subject to the statutory requirements of Chapter 353, applications for Chapter 353 partial real property tax abatement may be approved where not all of the above criteria are met if the application clearly demonstrates that the project, as a whole, is of important economic interest to the City. Because the approval of real property tax abatement is granted within the discretion of the City Council, an application's satisfaction of the above criteria does not guarantee that City Council will approve a project for tax abatement.

The City may require an independent analysis(s) of the tax abatement application submittal. The cost of such study shall be paid by the applicant. The City shall administer the contract and the study shall be prepared by a professional consultant having a favorable reputation for the preparation of such studies.

General Abatement Procedures

Development Plan: Urban redevelopment corporations have the power to operate one or more redevelopment projects pursuant to a "development plan" which has been authorized by the City subsequent to a public hearing. The City may assist in the preparation of a development plan. The City must make a finding of blight regarding the area addressed by the development plan.

It is anticipated that redevelopment areas may have multiple projects; the number, location and construction details of which may not be determined at the time of the application. Developers and/or property owners shall prepare a project plan for each project that will implement the "development plan" approved for the area. Each project plan will require its own public hearing and approval by the City Council. The City may require that substantial changes to the overall development plan after the development plan is approved must be accomplished by an amendment to the development plan.

Tax Impact Analysis: Chapter 353 requires the governing body to hold a public hearing regarding any proposed development plan. Before the public hearing, the City must furnish to the political entities whose boundaries include any portion of the property to be affected by tax abatement notice of the scheduled public hearing and a written statement of the impact on ad valorem taxes such tax abatement will have on the taxing entities. Requisite for any consideration of tax abatement pursuant to this statute, the City will require a tax impact analysis to be prepared and shared with City staff at least four weeks prior to the date of any associated public hearing.

Abatement Program: Once a project has been approved, and the redevelopment corporation has taken title to real property, that real property shall not be subject to assessment or payment of general ad valorem taxes for a period of 10 years after the date upon which the corporation became owner of such property, except the amount of the assessed value of the land exclusive of improvements determined by the County Assessor during the calendar year preceding the calendar year in which the corporation acquired title to the property.

The City may allow abatement for up-to the next 15-year period of 50% of the actual assessed value on land and improvements. The City Council shall determine the length of time for this period of abatement based upon the amount of investment, the project's need for such assistance, and the project's adherence to the policy guidelines.

Payments in lieu of taxes (PILOTS) may be imposed by the City and paid by the property owner if deemed appropriate for the project. PILOTS are paid on an annual basis to replace all or part of the real estate taxes, which are abated. The City Clerk shall furnish the Collector of Revenue of St. Louis County with a copy of the agreement by which the PILOTS are imposed. The PILOTS must be allocated to each taxing district according to their proportionate share of ad valorem property taxes.

Accountability

A redevelopment agreement, between and among the City, the property owner and the 353 Corporation, will be required to describe the obligations to carry out the development plan. Among the provisions that are included in the redevelopment agreement are procedures for acquiring property, the tax abatement period, the schedule for construction, and procedures for the transfer of title to the property. The agreement shall require that an annual report be submitted to the City on or before March 1 following the end date of construction. Each year that the abatement is in place, a report must be submitted to the City on or before March 1. The report shall cover the time period of January 1 through December 31 of the previous year and include a detailed accounting and status of the project.

Upon determination that the provisions within the development plan are not being satisfied, the City may proceed with the revocation of tax abatement.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) allows cities to establish a redevelopment plan for an area and utilize growth in incremental property tax and economic activity tax (EAT) revenues to fund public improvements, land acquisition, or site development. Bonds may be issued that are payable from the TIF special allocation fund to provide upfront funding for the redevelopment project. A TIF may designate multiple redevelopment project areas within its boundaries that correspond to different redevelopment projects occurring over time. Redevelopment project areas may be "activated" within the first 10 years following approval of a redevelopment plan, initiating a 23-year period for capturing incremental revenue within that area.

1. Legislation: Real Property Tax Increment Allocation Redevelopment Act of Missouri (Sections 99.865 of the Revised Statutes of Missouri).
2. Revenue Source: Real property tax, local sales tax, earnings and payroll tax, restaurant gross receipts tax, parking gross receipts tax, utility taxes, and amusement tax.
3. Purpose: To assist in funding the redevelopment of areas designated as blighted or conservation areas.
4. Approval Procedure: The municipality must create a TIF commission made up of representatives of all affected taxing districts. Requires a redevelopment plan and cost-benefit analysis. A public hearing must be held by the TIF commission before making a recommendation to the municipality regarding the designation of the TIF. The municipality must then approve the TIF. A municipality may override a TIF commission recommendation against approval; however, funds may only be spent on building demolition and site clearance and grading in this case.
5. Eligibility Land Use(s): All land uses
6. Eligible Locations(s): The municipality must find the site is a "blighted area" or a "conservation area" as defined under Missouri law.
7. Funding Amount: Payments in Lieu of Taxes equivalent to the property tax on any incremental increase in property value above the base value at the time the TIF is adopted will be paid into the special allocation fund, along with 50% of incremental sales and utility tax revenue (also referred to as economic activity taxes or EATs) for the life of the TIF. All or a portion of the fund may then be utilized for redevelopment costs, bond payments, or other debt obligations.
8. Term: 23 years.
9. Special Considerations: If a TIF overlaps with a pre-existing CID or TDD, 50% of any incremental increase in the CID or TDD sales tax will be collected by the TIF as an economic activity tax. If the CID or TDD is created after the TIF is approved, incremental CID or TDD sales taxes may, at the option of the CID or TDD, as applicable, be collected by the TIF. Likewise, any tax increases approved after the adoption of the TIF will not be collected by the TIF unless the applicable taxing jurisdiction consents.

Evaluation Criteria

1) Each TIF application must demonstrate that "but for" the use of TIF, the project is not feasible and would not be completed without the proposed TIF assistance.
2) Each TIF application must demonstrate a substantial and significant public benefit by constructing public improvements that strengthen the economic and employment base of the City; implement the City's Comprehensive Plan or other adopted plans, and servs as a catalyst for further high-quality development or redevelopment. Development proposals submitted in application for TIF are

expected to meet high development standards and demonstrate innovative design. A TIF project requires high quality building materials and architectural design.

3) TIF assistance may be provided for improvements that create significant public benefit(s) by creating new jobs and retaining existing employment, strengthening the economic base of the City, increasing tax revenues, providing development absent or insufficient in the City, upgrading older developments, and facilitating economic self-sufficiency.
4) TIF applications seeking public assistance to cure blighted areas will be viewed more favorably if more than one "blighted area" condition exists.
5) Applications which include TIF assistance for land acquisition and residential development may be discouraged unless creatively integrated into a large-scale mixed-use project.
6) TIF applications requesting the issuance of bonds or notes shall be required to demonstrate that the payments-in-lieu of taxes and/or economic activity taxes and revenues from special purpose districts (e.g., a community improvement district or transportation development district) will be sufficient to provide debt service coverage required by current market conditions (but not less than 1.25 times) on any TIF bonds, notes, or other financial obligations. In no event shall the credit of the City be pledged or otherwise put at risk for the payment of debt service on TIF notes, bonds, or other financial obligations.
7) TIF assistance to the project should generally not exceed 15% of total project costs, excluding public improvements. However, this threshold may be waived in circumstances where the developer:
    a) has a proven track record in completing successful projects comparable in scope and scale;
    b) documents the developer's financial capacity to complete the proposed project;
    c) demonstrates that tenant commitments are already in place for a significant portion of the proposed project;
    d) documents evidence of substantial public benefit (ex: infrastructure), and other key components of the transportation, stormwater and sewer master plans; and
    e) a reasonable rate of return for the developer is generated.
8) The TIF may be considered in light of the projected amount of time the project may require to fully repay any TIF bonds, notes, or other financial obligations. TIF projects that repay debt more quickly, and therefore reach termination more quickly, will be viewed more favorably.
9) TIF Plans should consider that at least 25% of the Payments in Lieu of Taxes shall be declared as a surplus and distributed to the taxing districts.
10) The TIF statute provides that redevelopment project costs can include all or a portion of a taxing district's capital costs resulting from a redevelopment project that are necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the City by written agreement accepts and approves such costs. Taxing districts' capital costs are defined as those costs of taxing districts for capital improvements that are found by the City to be necessary and to directly result from the redevelopment project. In accordance with these statutory provisions, any affected taxing district may submit a detailed request for reimbursement of its capital costs associated with a redevelopment plan or project and the City will consider such request in accordance with these statutory standards and requirements. Any taxing district submitting such a request shall carry the burden of proof to demonstrate to the City's satisfaction that the capital improvements are necessary and directly result from the redevelopment project.
11) Applications that include the utilization of a Community Improvement District (CID), Neighborhood Improvement District (NID), Transportation Development District (TDD) or other private or public financing special purpose districts which result in reducing the term of the TIF project may be viewed more favorably.

12) Each application must include evidence that the development team has thoroughly explored alternative financing methods. Each applicant must also present a track record of success and must demonstrate the financial and technical ability to complete the project.
13) Care will be exercised in the use of TIF to evaluate each project thoroughly to ensure that the benefits which may accrue from the approval of the project are appropriate for the amount of incentive requested.

Submission Requirements

1) The City may require an independent analysis(s) of the TIF application submittal. The cost of such study shall be paid by the applicant. The City shall administer the contract and the study shall be prepared by a professional consultant having a favorable reputation for the preparation of such studies. The study shall be submitted to the TIF Commission prior to the public hearing and the cost shall be reimbursed to the City prior to the City Council's action on the TIF project.
2) IRR (Internal Rate of Return) or similar pro forma modeling is used by firms to decide whether they should make investments. TIF applications shall include a reasonable IRR calculation identifying IRR with TIF assistance and without TIF assistance.
3) Following a public hearing before the City's TIF Commission and approval of the TIF plan by the City Council, the City and applicant shall enter into a Redevelopment Agreement for the purposes of accountability and governing the implementation of the TIF plan.
4) An annual administration fee will be required as stipulated in the redevelopment agreement. The annual administration fee will be up to 5% of the TIF Revenue collected with a minimum of $20,000.

Accountability

If the TIF application is recommended by City staff based upon job creation criteria, language will be included in the development agreement which stipulates that the City's assistance to the developer may be reduced if satisfactory evidence is not shown that the indicated number and quality of jobs have been generated.

If businesses are to be relocated from other areas of the City, sufficient justification will be included to indicate why this relocation should be considered. If existing businesses are to be relocated to the TIF area, the base year of activity for purposes of determining the tax increment for both real property and economic activity taxes is the last twelve-month period at the business's current location, immediately preceding the relocation. To accomplish this intent, a surplus will be declared which will have the same effect as if the previous level of taxes in the last full year at the previous location continued to be available to all taxing entities after the relocation.

Community Improvement District (CID)

Following a petition of property owners within a specified area, a City or county can create a Community Improvement District (CID) that can be utilized to finance a broad range of improvements that could include facilities and amenities for public use, beautification, public safety, streetscape and site improvements, and the provision of certain public services. If a CID is located within a "blighted area" the CID can also finance the costs of demolition or rehabilitation of existing structures. A CID can operate as either a political subdivision or a nonprofit corporation, which determines the funding mechanisms available. A political subdivision CID can levy a real property tax, a sales tax of up to 1%, or

a special assessment, while a nonprofit CID may only impose a special assessment. CIDs also have the ability to issue bonds, notes, or other obligations for up to 20 years. A CID can operate for a maximum of 27 years unless it is extended by the City or county that created it.

- Legislation: Sections 67.1401 to 67.1571 of the Revised Statutes of Missouri (Community Improvement District Act)
- Revenue Source: real property tax, special assessment, sales tax, bonds
- Purpose: to fund specific services and improvements within a designated area that supplement those provided by the local government.
- Approval Procedure: A signed petition including a five-year plan must be filed with the municipality in which the CID will be located. The petition must be signed by property owners that collectively own at least 50% of the assessed value of the real property within the proposed CID and more than 50% of all owners of real property within the proposed CID. The municipality must hold a public hearing prior to issuing an ordinance to establish the CID.
- Eligible Land Use(s): All land uses, though it is most commonly used in commercial corridors and business districts
- Eligible Location(s): statewide
- Types of Projects: a broad range of *public* improvements can be financed with a CID including
  - Pedestrian or shopping malls and plazas
  - Parks, lawns, trees and any other landscape
  - Convention centers, arenas, aquariums, aviaries and meeting facilities
  - Sidewalks, streets, alleys, bridges, ramps tunnels, overpasses and underpasses, traffic signs and signals, utilities, drainage, water, storm and sewer systems and other site improvements
  - Parking lots, garages or other facilities
  - Music, news and child-care facilities
  - Provision of certain public services
- Funding Amount: Funding will depend on the specific mechanisms utilized by the CID but could include revenue generated from a sales tax of up to 1% on retail transactions, a real property tax (no limit), or a special assessment levy on real property. A CID may also issue bonds, notes, and other obligations. The majority of CIDs are funded by sales tax.
- Term: maximum of 27 years
- Special Considerations: CID revenues cannot be spent on improvements to private property unless the CID area is within a "blighted area."

City Representation on CID Board of Directors

Most favorable consideration will be given to a CID where the majority control of the board of director's rests with persons designated by the City, including City staff and elected or appointed City officials.

City Application and Approval Process

Once a project is deemed eligible, the property owner(s) may file a petition pursuant to RSMo 67.1401 - 67.1571 to the office of the City Clerk. Upon receipt of the petition, the City Clerk shall determine whether the petition complies with statutory requirements. Following confirmation that the petition complies with these requirements; a public hearing will be held by the City Council. The City Council would then consider whether to approve an ordinance to establish the CID.

Once established, the applicant will either seek to impose a sales tax, a property tax, or a special assessment within the district in accordance with the procedures and provisions set forth in the Community Improvement District Act. Following the approval of the tax or assessment, the City and the CID board shall enter into a cooperative agreement for the purpose of establishing the terms of the relationship between the City and the CID.

Transportation Development District (TDD)

A Transportation Development District (TDD) is a separate political jurisdiction that is created to financially support the construction, operations, or maintenance of a transportation-related project. A TDD can be funded through several methods including a sales tax of up to 1% on retail sales, special assessments, a property tax of up to $0.10 per $100 of assessed value, or tolls or fees collected on the project. A TDD may also issue bonds for up to 40 years.

- Legislation: Sections 238.200 to 238.280 of the Revised Statutes of Missouri (The Missouri Transportation Development District Act)
- Revenue Source: real property tax, special assessment, sales tax, tolls and fees, bonds
- Purpose: to financially support the planning, design, construction, operations, or maintenance of transportation-related projects.
- Approval Procedure: A TDD may be created by a City or county or by the petition of registered voters, property owners, or a local transportation authority. The establishment of the TDD must be approved by a majority vote by qualified voters within the boundary of the proposed TDD. If the petition is filed by property owners, at least one public hearing must be held.
- Eligible Land Use(s): TDDs can supplement the transportation assets associated with any land use.
- Eligible Location(s): statewide
- Types of Projects: a broad range of transportation-related projects can be financed through a TDD, including:
  - Streets, roads, highways, and access roads
  - Interchanges, intersections, signage, and signalization
  - Public mass transportation systems
  - Airports, railroads, light rail, bus stations, and bus stops
  - Parking lots or garages
  - Bridges, wharfs, docks, and ports
- Funding Amount: Funding will depend on the specific mechanisms utilized by the TDD, but could include revenue generated from a sales tax of up to 1% on retail transactions, a real property tax (up to $0.10 per $100 assessed value), or a special assessment levy on real property. A TDD may also issue bonds, notes, and other obligations. The majority of TDDs are funded by sales tax.
- Term: TDD obligations have a maximum term of 40 years.
- Special Considerations: If a TIF overlaps with a TDD, 50% of any incremental increase in the TDD sales tax would be collected by the TIF (TDD revenue is considered an economic activity tax), unless the TIF agrees to forgo the TDD revenue.

City Application and Approval Process

Once a project is deemed eligible, a petition may be filed in the circuit court and in the office of the City Clerk as required by the Missouri Transportation Development District Act.

Upon receipt of the petition, the City shall determine whether the request substantially complies with statutory requirements and City policy and will then forward the matter to the City Council. The City Council will then consider a resolution of support in favor of the TDD.

Once established and approved by the circuit court, the City and the TDD board shall enter into a cooperative agreement for the purpose of establishing the terms of the relationship between the City and the TDD.

City Representation on District Board of Directors

Most favorable consideration will be given to a TDD where the majority control of the board of directors rests with persons designated by the City, including City staff and elected or appointed City officials.

Neighborhood Improvement District (NID)

A Neighborhood Improvement District (NID) is an area designated to finance public improvements, including acquisition, construction, engineering, legal and related costs. General obligation bonds may be issued by the City and retired through special assessments against property owners in the area benefited by the improvements made. The cost of the public improvements assessed against property owners in the area are apportioned in a manner commensurate to the amount of benefit received from such improvements.

The creation of a NID may be established by one of two methods. The first is by a favorable vote of qualified voters living within the boundaries of the proposed area. The second is through a proper petition signed by at least two-thirds of the owners of record of all real property within the proposed area. In both instances, approval by the City Council is required in order to establish the NID.

- Legislation: Sections 67.453 to 67.475 of the Revised Statutes of Missouri (The Missouri Neighborhood Improvement District Act)
- Revenue Sources: real property tax, special assessment
- Purpose: to finance public improvements.
- Approval Procedure: By law, the City must determine that certain requirements have been met before approving the establishment of a Neighborhood Improvement District (NID). These requirements are set forth under Sections 67.453 to 67.475 of the Revised Statutes for the State of Missouri (RSMo).

City Application and Approval Process

The applicant is required to first meet with staff in a pre-qualification conference to determine project eligibility. Once deemed eligible, the property owner(s) may file a petition or submit a written request for an election to be held pursuant to RSMo 67.453 - 67.475. The petition or request for an election should be submitted to the City Clerk. Petitions that comply with the statutory requirements will be forwarded to the City Council for consideration. Under certain conditions a development agreement may be required to establish the terms of the relationship between the City and the property owners within the NID area.

Policy Guidelines

The City is prepared to approve petitions for a NID to facilitate business activity and economic development within its jurisdiction. Decisions to approve the establishment of a NID will be determined on a case-by-case basis and approved only where there is a clear demonstration of substantial and significant public benefit. At a minimum, all statutory requirements must be met.

Advanced Industrial Manufacturing Zones (AIM Zones)

Advanced Industrial Manufacturing Zones (AIM Zones) may be created by a local port authority to support the development or redevelopment of an area within their jurisdiction that creates new quality jobs. Once an AIM Zone is established, 50% of the state withholding tax from new jobs created within the zone after the project is started will be deposited into a fund to be used for expenses related to continued development, redevelopment, and expansion of the AIM Zone. The local port authority must approve any projects that receive money from the fund. In order to create an AIM Zone, the local municipality must hold a public hearing prior to approving a resolution or ordinance establishing the AIM Zone. The local port authority must then work with the Missouri Department of Revenue and the Missouri Department of Economic Development to establish the base employment within the AIM Zone.

Development Incentive Pre-Application Worksheet

DATE: _____APPLICANT: _____

CONTACT ADDRESS: _____

PHONE #: _____EMAIL: _____

CONTACT PERSON: _____

COUNSEL: _____

COUNSEL PHONE #: _____COUNSEL EMAIL: _____

PROJECT NAME: _____

PROJECT TYPE:

Check all that apply and fill in the NAICS code, if known.

☐ Industrial, Manufacturing, Technology NAICS code: _____
- ☐ New building, no existing Missouri operations
- ☐ New building, other Missouri operations already in existence
- ☐ Expanding existing facility
- ☐ Retaining existing facility

☐ Retail/Restaurant/Hotel NAICS code: _____
- ☐ New freestanding building
- ☐ New multi-use tenant building
- ☐ Remodel, addition or expansion of existing building

☐ Office
- ☐ New freestanding building
- ☐ New multi-use tenant building
- ☐ Remodel, addition or expansion of existing building

☐ Residential
- ☐ New freestanding residential units
- ☐ New residential units in a multi-use building
- ☐ Remodel, addition or expansion of existing building

☐ Other _____

PROPERTY FOR WHICH INCENTIVES ARE BEING SOUGHT

Attach map and legal description of property.

ADDRESS: _____

CURRENT PROPERTY OWNER: _____

IF APPLICANT IS NOT CURRENT PROPERTY OWNER, DOES THE APPLICANT HAVE THE PROPERTY UNDER CONTRACT? _____YES _____NO

TOTAL ACRES: _____ Building Sq. Ft. _____

INVESTMENT

Total new investment: $ _____

Acquisition of land/existing buildings: $_____
Annual lease of land/existing buildings: $_____
Preparation of plans, studies, surveys: $_____
Site preparation costs: $_____
Building improvements: $_____
Site improvements: $_____
Utilities/Infrastructure Costs: (streets, sewer, etc.): $_____
Public Art/Decorative Improvements: $_____

TIMELINE

Calendar year in which applicant plans to begin construction: _____
Anticipated opening date: _____

ANTICIPATED EMPLOYMENT AND WAGES[1]

	Jobs per Category (e.g., executive, professional, clerical, general labor, etc.)	Estimated Number of new full-time employees	Estimated Number of new part-time employees	Average salary for exempt employees	Average hourly wage for nonexempt employees
Year 1					
Year 2					

[1] This information may also be attached in a supplementary table or submitted electronically.

TYPE OF FINANCIAL INCENTIVE DESIRED

TAX REDIRECTION OR ABATEMENT

- ☐ Tax Increment Financing
- ☐ Chapter 100 Industrial Revenue Bonds
- ☐ Chapter 353 Tax Abatement
- ☐ Neighborhood Improvement District
- ☐ Community Improvement District
- ☐ Transportation Development District

STATE ADMINISTERED TOOLS

- ☐ Advanced Industrial Manufacturing Zone

SALES TAXES REVENUES

Expected amount of retail sales subject to sales and use taxes by the City of Creve Coeur and other local taxing districts: $_____.

PROPERTY VALUE

Expected taxable value of the project once development is completed $_____

CURRENT ASSESSED VALUE

Most recent equalized assessed value of the subject property as determined by the St. Louis County Assessor: $_____

RESIDENTIAL DEVELOPMENT

Anticipated number and type of residential units: _____

_____

MEMORANDUM

DATE: April 1, 2026

TO: Kris Simpson, City Administrator

FROM: Kellie Henke, City Clerk

SUBJECT: Building Code Board of Appeals and Personnel Appeals Board

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RECOMMENDATION:

Staff recommends that city code be amended to allow one non-resident to serve on each board and to reduce the required membership from five to three, with two alternates to maintain quorum and continuity. Current residency requirements—including voter registration for the Personnel Appeals Board—can make it difficult to fill positions requiring specialized knowledge in personnel management, labor law, administrative appeals, and building codes, potentially delaying critical decisions. Allowing a non-resident ensures access to needed expertise, introduces an objective perspective to reduce potential local bias, and helps maintain full board functionality even during absences or turnover. All eligible candidates would still have the opportunity to be interviewed prior to appointment recommendations by the Nominating Committee.

BACKGROUND INFORMATION:

The Building Code Board of Appeals and Personnel Appeals Board are essential to City operations but have historically been difficult to fully staff due to limited applications, specialized expertise requirements, and infrequent meetings. City code requires five members per board; however, both boards currently operate with only four active members.

The Building Code Board of Appeals has one member whose term expires June 30, 2026. The Personnel Appeals Board includes one member whose term expired June 30, 2024, but who continues to serve until a replacement is appointed, as allowed by city code.

On June 23, 2025, the City Council adopted Resolution No. 1805 establishing a formal interview process for appointments to boards and commissions, including these two boards. Challenges remain in attracting and appointing enough qualified candidates to meet current membership requirements.

CITY OF CREVE COEUR

MEMORANDUM

Date: May 5, 2026
To: Kris Simpson, City Administrator
From: Jason Valvero, Director of Recreation
CC:
Subject: Dielmann Recreation Complex Concessions & Pro Shop Renovation Project

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Recommendation

Staff recommends moving forward with the final draft design presented by FGMA for the renovation project of the concession stand, concessions seating area, pro shop and the east meeting room.

Funding

The CIP has $600,000 earmarked for the construction phase in FY27, of which $525,000 will be reimbursed by the Municipal Park Grant Commission.

Project Background

Over the past several years, the Dielmann Recreation Complex has undergone a series of major renovations aimed at improving functionality and user experience. In late 2015 and early 2016, the facility saw the renovation of the rink lobby and two meeting rooms. As part of that project, the pro shop was relocated to the rink lobby, creating a consolidated check-in desk for both the golf course and the ice rink. This reconfiguration also allowed the east meeting room to expand its guest capacity from 50 to 80. The project was designed by Hastings & Chivetta.

However, after completion, it became clear that the relocated golf check-in desk negatively impacted user experience. Golfers expressed frustration about having to walk to the far side of the facility to check in and often found themselves in long lines amid the busy lobby, especially during events in the adjacent west meeting room. Additionally, the rink lobby proved too noisy and crowded for effective pro shop.

The new design will provide an updated concession stand to serve the users of the facility, as well as a defined pro shop. By having its own identity, the pro shop will be more suitable for operational flow and the customer's experience.

Project Timeline

Staff will be looking to bid out the project in late May of 2026. A construction contract will be brought to the City Council for consideration at the July 13, 2026 meeting, with construction beginning in January 2027. This timeline will allow the new pro shop to be completed before the busy season begins in April.

Staff will be happy to answer any question the City Council may have.

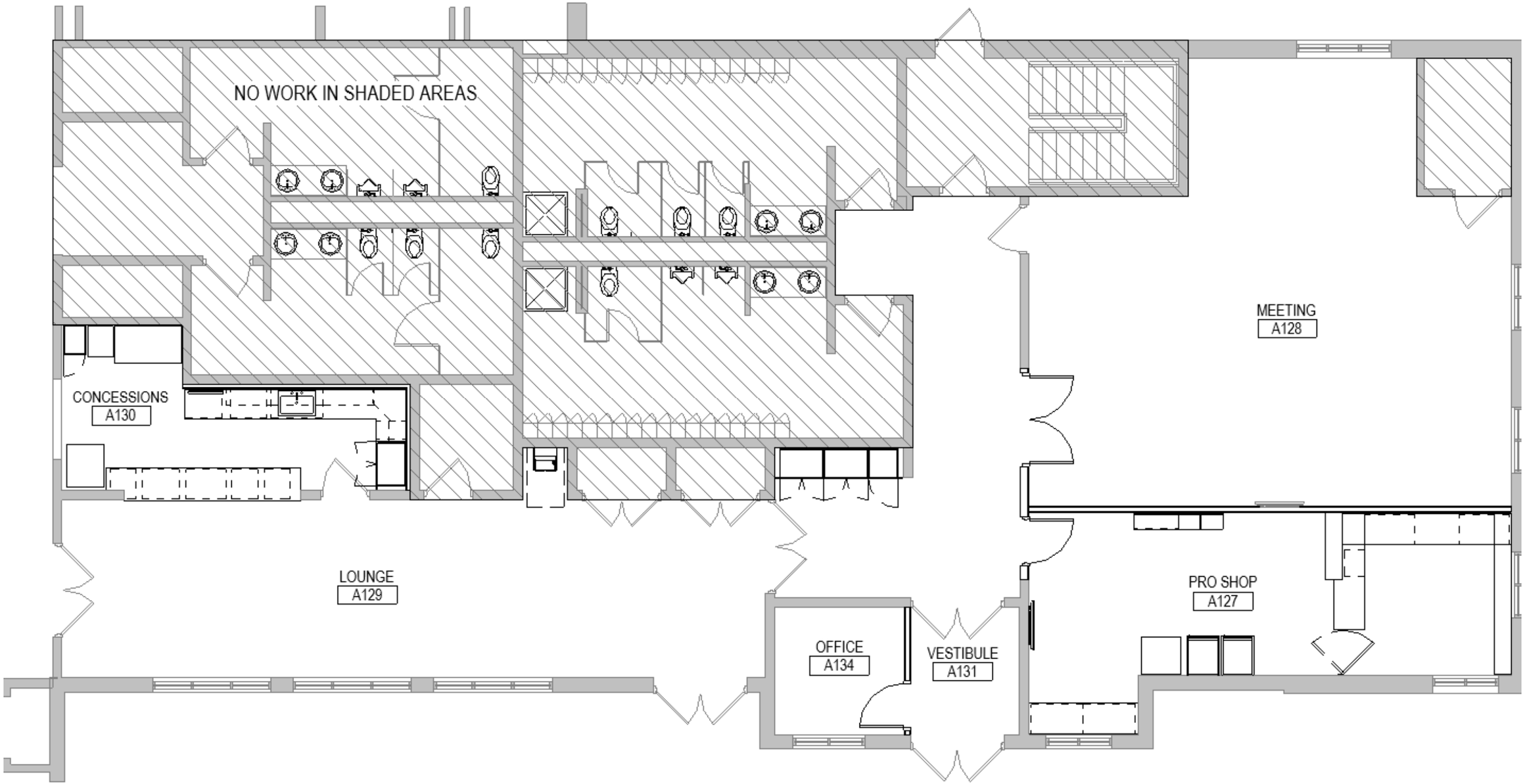
DIELMANN REC COMPLEX

CONCESSIONS & PRO SHOP RENOVATION

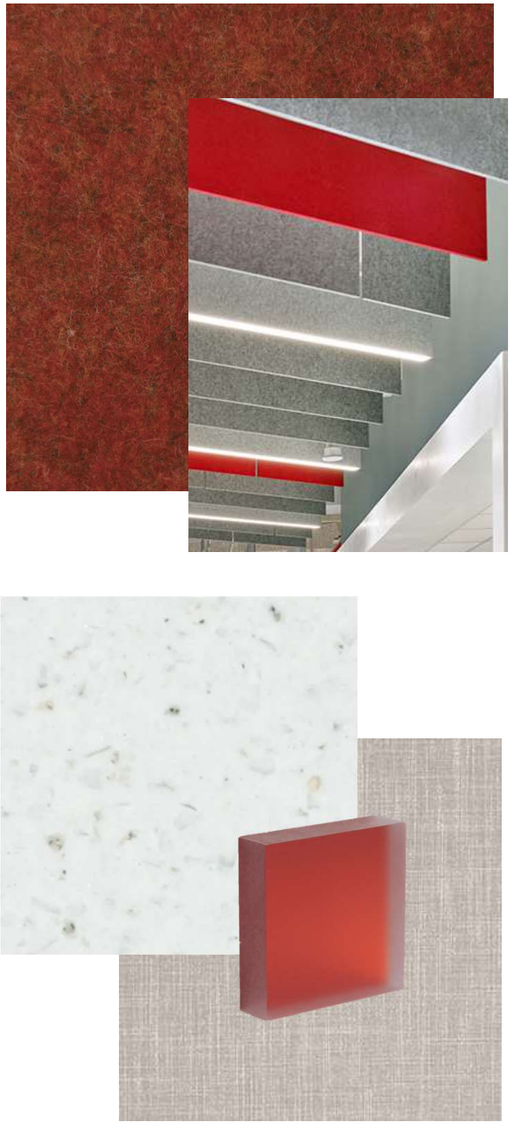
Interior Design

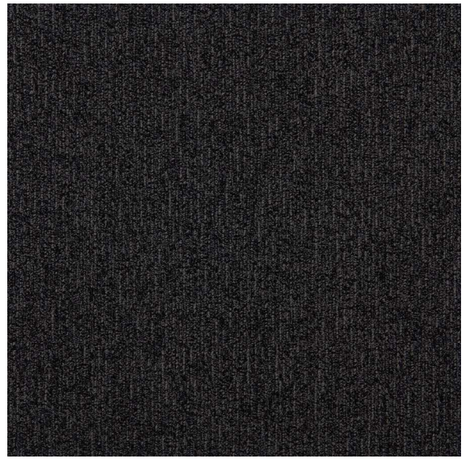
May 11, 2026 City Council

OVERALL | FLOOR PLAN



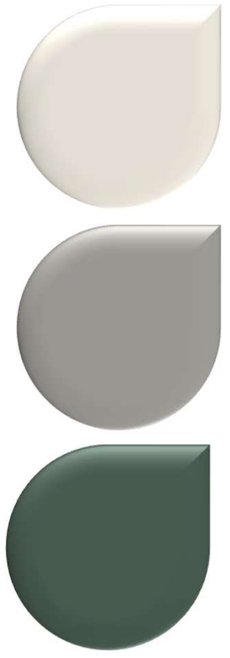
OVERALL | MATERIAL & FINISHES

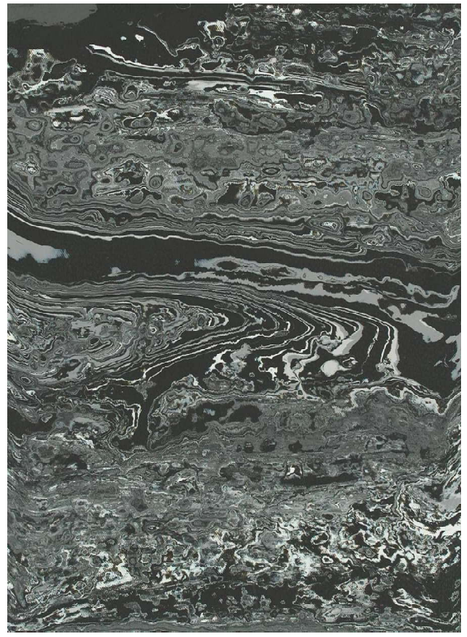


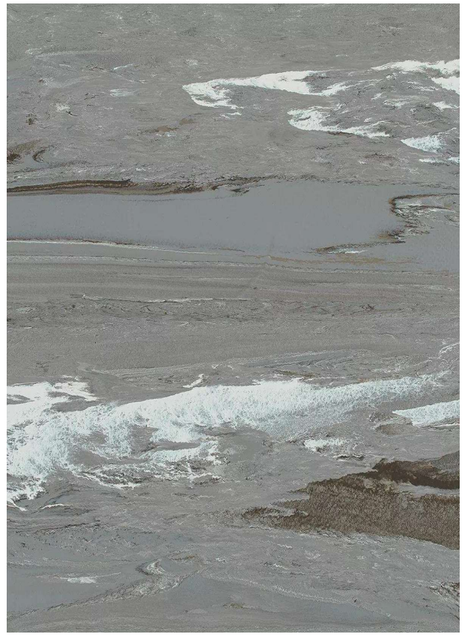


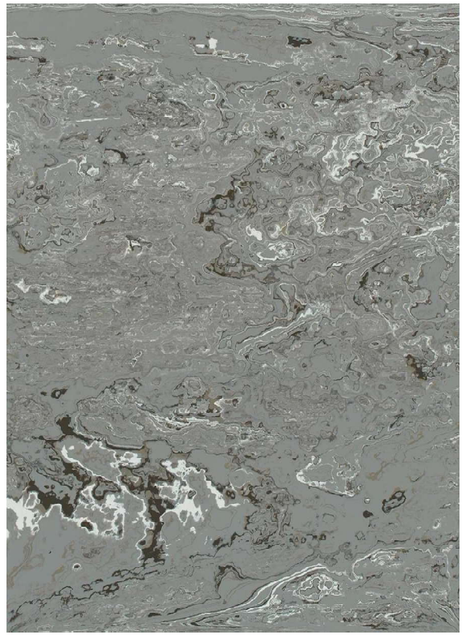














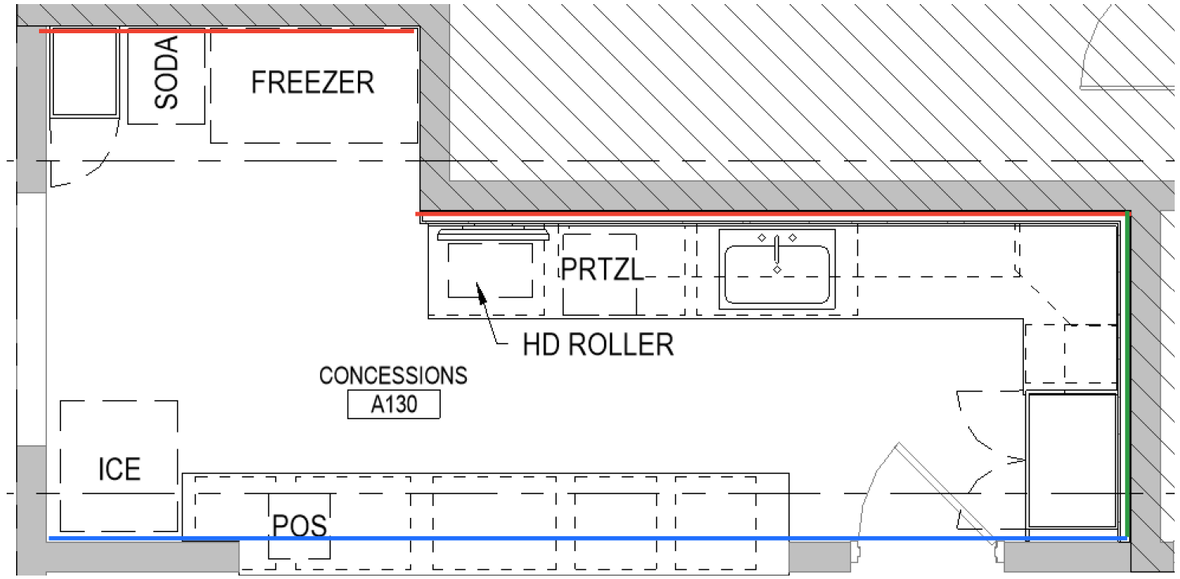
Concession Stand Materials

Flooring Options

Pro Shop Materials









LOUNGE SIDE / FRONT COUNTER

GOLF PRO SHOP |3D VIEW



